REPORT

OF THE

BOMBAY CHAMBER OF COMMERCE

FOR THE YEAR 1899.

PRESENTED TO THE ANNUAL GENERAL MEETING HELD ON THE 14TH FEBRUARY 1900.

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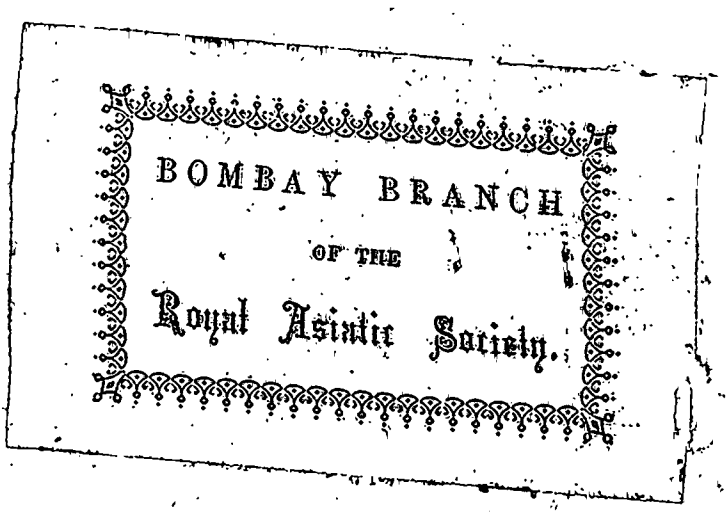
PRINTED FOR THE CHAMBER
AT THE
BOMBAY GAZETTE STEAM PRINTING WORKS.

1900.



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Bombay Chamber of Commerce.

ESTABLISHED 22nd SEPTEMBER, 1836.

Honorary Members.

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A. H. CAMPBELL, Esq.
J. M. MACLEAN, Esq., M.P.

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THE BOMBAY DYEING AND MANUFACTURING COMPANY, LIMITED.
THE BOMBAY TRAMWAY CO., LD.
THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.
THE COMPTOIR NATIONAL D'ESCOMPTE DE PARIS.
THE COMMERCIAL BANK OF INDIA, LD.
THE G. I. P. RAILWAY COMPANY.
THE HONGKONG AND SHANGHAI BANKING CORPORATION.
THE LONDON AND LANCASHIRE FIRE INSURANCE COMPANY, LIMITED.
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THE YOKOHAMA SPECIE BANK, LD.
JOHN FACHIRI, Esq.
AHMEDBHOY HUBIBBHOY, Esq.
E. SEYMOUR HALE, Esq. (*Attorney and representative of the Publishers' Association, London*).

RETIRING COMMITTEE.

THE HON. MR. A. ABERCROMBIE, *Chairman.*
WILLIAM GREAVES, ESQ., *Deputy Chairman.*
J. M. DICK, ESQ.
R. G. CURRIE, ESQ.
G. H. TOWNSEND, ESQ.
G. A. BARNETT, ESQ., C.I.E.
H. STAUBER, ESQ.
H. E. E. PROCTER, ESQ.
(1) A. ZYGOURAS, ESQ.

COMMITTEE FOR 1900.

WILLIAM GREAVES, ESQ., *Chairman.*
J. M. DICK, ESQ., *Deputy Chairman.*
A. ZYGOURAS, ESQ.
J. STIVEN, ESQ.
W. HARVEY, ESQ.
C. H. ARMSTRONG, ESQ.
H. C. WRIGHT, ESQ.
J. TINTNER, ESQ.
E. SCARPA, ESQ.

FREDERICK NOEL PATON, ESQ., *Secretary.*

(1) Mr. C. G. Giro, who was elected a member of Committee for 1899, resigned during the year, on proceeding to Europe, and was succeeded by Mr. A. Zygouras.

PUBLIC HOLIDAYS
FOR THE YEAR 1900.

Sanctioned by Government under Section 25 of Act XXVI of 1881, entitled the "Negotiable Instruments Act, 1881":—

New Year	1st & 2nd January	Monday & Tuesday	2 Days.
Maha Shivaratri	27th February	Tuesday	1 Day.
Holi	17th March	Saturday	1 ,,
Jamshed-i-Naoroz	21st March	Wednesday	1 ,,
Ramnavami	9th April	Monday	1 ,,
Easter	13th, 14th & 16th April	Good-Friday, Saturday, and Monday	3 Days.
Mohurrum	10th May	Thursday	1 Day.
Queen's Birthday	Such day as may be fixed by the Governor-General in Council		1 ,,
Whit Monday	4th June	Monday	1 ,,
Cocoanut Day	10th August	Friday	1 ,,
Gokul Ashtami	18th August	Saturday	1 ,,
Ganesh-Chaturthi	29th August	Wednesday	1 ,,
Parsi New Year	13th, 14th and 15th September	Thursday, Friday & Saturday	3 Days.
Khordadsal	20th September	Thursday	1 Day.
Dussera	3rd October	Wednesday	1 ,,
Dewali	22nd, 23rd & 24th Oct.	Monday, Tuesday and Wenesday	3 Days.
Christmas	24th, 25th, 26th and 27th December	Mon., Tuesday, Wednesday & Thursday.	4 Days.
New Year	31st December	Monday	1 Day.

Note.—Good-Friday, Christmas Day, and New Year's Day are holidays under the Negotiable Instruments Act, but are included in the above list.

HOLIDAYS UNDER CHARTER-PARTIES
FOR THE YEAR 1900.

In accordance with the Resolution passed at a General Meeting of the Chamber of Commerce, held on the 22nd July 1881, the Committee of the Chamber beg to inform the Public that the following days have been fixed by them to be Holidays under Charter-Parties for the year 1900 :—

New Year	1st January	Monday	1 Day.
Holi	17th March,	Saturday	1 ,,
Ramnavami	9th April	Monday	1 ,,
Easter	13th April	Good-Friday	1 ,,
Mohurrum	10th May	Thursday	1 ,,
Queen's Birthday	Such day as may be fixed by the Governor-General in Council		1 ,,
Cocoanut Day	10th August	Friday	1 ,,
Gokul Ashtami	18th August	Saturday	1 ,,
Ganesh-Chaturthi	29th August	Wednesday	1 ,,
Parsi New Year	15th September	Saturday	1 ,,
Dussera	3rd October	Wednesday	1 ,,
Dewali	23rd October	Tuesday	1 ,,
Christmas	25th December	Tuesday	1 ,,

By order of the Committee,

FREDERICK NOEL PATON,

Secretary.

RULES AND REGULATIONS

OF THE

Bombay Chamber of Commerce.

Revised and adopted down to the Annual General Meeting of the Chamber held on 14th February 1900.

I. The object and duties of the Chamber shall be to encourage a friendly feeling and unanimity among commercial men on all subjects involving their common good; to promote and protect the general mercantile interests of this Presidency; to collect and classify information on all matters of general commercial interest; to obtain the removal, as far as such a Society can, of all acknowledged grievances affecting merchants as a body, or mercantile interests in general; to receive and decide references on matters of usage and custom in dispute, recording such decisions for future guidance, and by this and other means assisting to form a code of practice for simplifying and facilitating business; to communicate with the public authorities, with similar Associations in other places, and with individuals on all subjects of general mercantile interest; and to arbitrate between parties willing to refer to, and abide by, the judgment of the Chamber.

II. All persons engaged or interested in mercantile pursuits desirous of joining the Chamber, and disposed to aid in carrying into effect the objects of the same, shall be admitted Members by the vote of a majority of not less than two-thirds of those voting at a General Meeting, as provided for in Rule III.; the names of candidates with their proposers and seconders to be circulated to Members three clear days before the meeting; or by a majority of two-thirds of the votes taken by ballot in the rooms of the Chamber at which at least one-fourth of the Members of the Chamber have registered their votes. The ballot to take place after seven clear days' notice to the Members stating the names of the candidates proposed with their proposers and seconders, and the ballot shall remain open at least three clear days.

III. One-fourth of the firms constituting the Chamber shall be held sufficient to form any General Meeting when the same has been

regularly called together, but if within 15 minutes from the time appointed for the meeting the quorum is not present the meeting shall be adjourned to such time on the following day or on such other day as the members present may determine. If at such adjourned meeting the quorum is not present those members who are present shall be the quorum and may transact the business for which the meeting was called—one partner representing a firm; but two or more partners of one firm being present only to count as one Member of the Chamber. That seven clear days' notice shall be given before any resolution proposing changes in the Rules of the Chamber be brought forward, and that such notice be given in writing to the Secretary, who shall circulate it for the information of the Members of the Chamber.

IV. The Chamber reserves to itself the right of expulsion in case of need, to be decided at a General Meeting by a majority of three-fourths of the Members present at such General Meeting duly convened.

V. The subscription of each firm or Member of the Chamber shall be Rs. 15 per month, and the charge for a copy of each of the publications to Members be Rs. 20 per mensem.

VI. The affairs and funds of the Association shall be managed by a Committee of nine ordinary Members, consisting of the Chairman and Deputy Chairman of the Chamber and seven Members; and in the event of the elected representative of the Chamber in the Legislative Council of His Excellency the Governor in Council not being a Member of the Committee at the time of his nomination, he shall also be *ex-officio* a Member of the Committee during his term of office. The Chairman or Deputy Chairman, as the case may be, shall be *ex-officio* Chairman of the Committee, and in their absence the Committee shall elect their own Chairman. Three to be a quorum.

VII. The following shall be the rules with respect to the election of the Committee :—

1. The Committee shall consist of nine ordinary Members, one of whom shall hold the office of Chairman, and another that of Deputy Chairman of whom the two latter officers shall be elected by ballot. The elected representative of the Chamber in the Legislative Council of the Governor of Bombay shall also be *ex-officio* a Member of Committee during his term of office.

2. A separate ballot for the election of Chairman and Deputy Chairman shall take place annually on different days, between the 1st and 20th of December in each year, as may be fixed by the then sitting Committee: the election of Chairman shall take place first. The new Committee shall take office on the 1st of January in each year, and continue to act until the 31st December following. Should any delay take place in the election of the new Committee, the retiring Committee shall hold office until the new Committee is formed.

3. In order that the various interests connected with the Chamber may be fully represented on the Committee, there shall be at least four Mercantile Members, and it is desirable that the remainder should severally represent the Banking, Railway and Shipping interests.

4. Two members of one Firm should not be on the Committee at the same time.

5. No Member of the Chamber shall give more than one vote for a candidate.

6. The Secretary of the Chamber shall circulate among the Members the names of all the gentlemen who are eligible for election, seven clear days before the election takes place.

7. The retiring Committee shall appoint two days for the election of Chairman, and two days for the election of Deputy Chairman, which shall be duly advertised, upon which the balloting shall take place. The ballot-box shall be open from 10 A.M. till 4 P.M. on each day.

8. The voting shall be by papers signed by the Members and deposited in the ballot-box on the days appointed by the Committee.

9. The retiring Committee shall appoint two Scrutineers, who, at 4 P.M. on the second day of each ballot, shall open the box and declare the result.

10. Those who have the largest number of votes for the offices of Chairman and Deputy Chairman, shall be considered duly elected. In the event of the gentleman at the head of the list for the Chairmanship or Deputy Chairmanship refusing to act, or of both refusing to act, there shall be a fresh election for either or both offices.

11. In the event of an equality of votes preventing the due election of either office-bearer, the Members of the Chamber shall vote afresh in the manner above laid down.

12. The remaining Ordinary Members of the Committee shall be nominated by the retiring Committee, in conjunction with the newly elected Chairman and Deputy Chairman ; such nomination to be submitted to the Chamber at a General Meeting for confirmation.

13. In the event of a vacancy in the Committee, the remaining Members shall have the power of filling it up, unless it be a vacancy in the Chairmanship which shall in all cases be the subject of a special ballot. A vacancy shall be considered *ipso facto* to occur if a Member remain absent from Bombay for more than two months.

14. Those eligible for seats on the Committee are partners in firms who are Members, or managers holding powers of attorney ; the officers in charge of Banking and Shipping establishments ; the representatives of Railways and Joint Stock Companies ; and those who are Members in their own right.

VIII. All questions before the Committee shall be decided by a majority, the Chairman having a second or casting vote in case of an equality of voters.

IX. The Committee shall meet on Friday, or on such other day as may be found by them most convenient, of every week, to receive and dispose of all communications and references, and to take under their consideration generally all matters embraced in the objects of the Chamber ; and their proceedings shall be laid on the table for the inspection of all Members, subject to such regulations as they may make.

X. General Meetings of the Chamber shall be held quarterly, and at such other times as may be decided upon by the Committee, for the purpose of discussing any measures of public interest which may arise, and the Committee of the Chamber shall be entrusted with the selection of subjects for discussion at such Meetings, and they shall give notice of the same to the Members at least three days before the Meeting. The Annual General Meeting shall be held in the month of January, on such day as the Committee for the time being shall direct, and seven days' notice shall be given of such Meeting. A Special General Meeting shall be called by the Chairman, or by his order, or, if there be no Chairman, by the Secretary, within seven days after the receipt of a requisition from any three Members of the Chamber, but a majority of Members qualified to vote at a Meeting shall be required to constitute such General Meeting. All General Meetings of the Chamber shall be advertised in the newspapers.

XI. The Committee are authorised to provide suitable accommodation for the meeting of the Chamber, to pay all expenses of the establishment, and to control generally the management of the affairs of the Chamber.

XII. All moneys or funds of the Chamber, as received, shall be paid into the hands of the Treasurer or Treasurers for the time being and the same shall be available by cheques signed by the Chairman or in his absence by the Acting Chairman for the time being, and by one other Member of the Committee; and an Auditor shall be appointed by the Members annually to audit the accounts of the Chamber.

XIII. A Secretary shall be appointed by a majority of Members in such way as the Committee for the time being may point out; and it shall be the duty of such Secretary to keep the records and accounts of the Chamber, to collect subscriptions, handing the same over to the Treasurer, to conduct correspondence, and to act generally under the directions of the Committee.

XIV. All the proceedings of the Committee shall be subject to approval or otherwise of General Meetings duly convened.

XV. Any stranger engaged or interested in mercantile pursuits visiting the Presidency may be introduced as a visitor by any Member of the Chamber inserting his name in a book to be kept for the purpose, but a residence of two months shall subject him to the rule for the admission of Members.

XVI. *Honorary Members.*—Gentlemen distinguished for public services, or eminent in commerce and manufactures, may be elected Honorary Members of the Chamber, and as such shall be exempted from paying subscriptions.

XVII. An Annual Report of the proceedings shall be made, and copies sent to the similar Associations in India, China, and elsewhere.

XVIII. The foregoing Rules shall be added to, or altered, only by a majority of Members of the Chamber.

XIX. The foregoing Rules shall be copied into a book, to be kept with the records of the Chamber, and shall be printed, and a copy delivered to each Member.

RULES FOR THE ELECTION OF PORT TRUSTEES.

Rules of the Chamber as to the manner in which the Elective Trustees of the Port shall be elected.

1. The names of those who wish to become candidates to be sent in to the Secretary of the Chamber seven clear days before the election takes place.

2. The Committee of the Chamber shall circulate the names of the applicants three clear days before the election.

3. The Committee shall appoint two days, which shall be duly advertised, upon which the balloting shall take place. The ballot-box shall be open from 10 A.M. till 4 P.M. on each day.

4. Votes may be given either in person or through any one duly authorized by a member of the Chamber.

5. The Committee shall appoint two scrutineers who, at 4 P.M. on the second day of the ballot, shall open the box and declare the result.

6. The candidates who have the largest number of votes shall be declared duly elected.

7. In the event of an equality of votes preventing the due election of any of the candidates, the members of the Chamber shall vote afresh in the manner above laid down.

8. In the event of a casual vacancy or the temporary absence of a Trustee, the above course shall be followed in the appointment of a substitute.

RULES FOR THE ELECTION OF MUNICIPAL COUNCILLORS.

Rules of the Chamber as to the manner in which the Members of the Municipal Corporation to be appointed by the Chamber in accordance with the City of Bombay Municipal Act III. of 1888, *shall be elected.*

1. The names of those who wish to become candidates to be sent in to the Secretary of the Chamber seven clear days before the election takes place.

2. The Committee of the Chamber shall circulate the names of the applicants three clear days before the election.

3. The Committee, with the concurrence of the Municipal Commissioner, shall appoint a day, which shall be duly advertised, upon which the balloting shall take place. The ballot-box shall be open from 10 A.M. till 4 P.M. on that day.

4. Votes may be given either in person or through any one duly authorised by a member of the Chamber; but the voting shall be in the manner prescribed for the election of the Chairman and Deputy Chairman of the Chamber.

5. The Committee shall appoint two scrutineers who, at 4 P.M. on the day of the ballot, shall open the box and declare the result.

6. The candidates who have the largest number of votes shall be declared duly elected.

7. In the event of an equality of votes preventing the due election of any of the candidates, the members of the Chamber shall vote afresh in the manner above laid down.

8. In the event of a casual vacancy the above course shall be followed in filling the vacancy.

COUNCIL OF THE GOVERNOR OF BOMBAY.

Rules for the election of a representative of the Chamber to be proposed to H. E. the Governor in Council for nomination as an Additional Member of the Council of the Governor of Bombay for the purpose of Making Laws and Regulations, under Section 1 (4) of the Indian Councils Act, 1892, for Bombay, and Notification of the Legislative Department of the Government of Bombay, under date of 30th March 1893.

(1) The election shall be by ballot on such day as the Committee of the Chamber for the time being shall appoint.

(2) Seven clear days' notice of the day fixed shall be given to members by circular or advertisement or both.

(3) A list of the persons eligible for election shall be circulated to members by the Secretary seven clear days before the day of election.

(4) Those eligible for election shall be partners in firms who are Members or Managers holding powers of attorney; the officers in charge of banking and shipping establishments, the representatives of railways and joint-stock companies, and those who are members in their own right.

(5) The voting shall be by papers signed by members and deposited in the ballot-box which shall be placed in the Chamber from 10 a.m. to 4 p.m. of the appointed day.

(6) Two scrutineers appointed by the Committee shall open the ballot-box at 4 p.m. on the appointed day and declare the result.

(7) The gentleman who has the largest number of votes shall be declared duly elected; but in the event of an equality of votes for two or more nominees, the Members of the Chamber shall vote afresh in the manner above laid down.

(8) In the event of a casual vacancy the above course shall be followed in electing a nominee to fill the vacancy.

COMMITTEES OF ARBITRATION.

Seeing it to be desirable that questions affecting the prevailing customs of trade in Bombay should be settled in such a way that the decisions arrived at may be properly recorded, and stand thereafter as precedents to regulate the settlement of similar disputes, it was decided by the Chamber, at a General Meeting held on 3rd August, 1880, to try and institute such a system as it might be hoped would attain this object. References to the Chamber shall be open to all persons; and if any question affecting, or subject to, the custom of the trade of Bombay be submitted, with the mutual consent of those interested, to the Committee of the Chamber, the latter will take it into consideration, and, if they consider it desirable, will appoint a Special Sub-Committee of Arbitration for its settlement under the following Regulations:—

1.—A Sub-Committee shall consist of three members, of whom at least one should belong to the General Committee of the Chamber.

2.—A record book shall be kept in which all details shall be entered both as to the questions in dispute, the decisions of the Committee, &c., &c. This book shall be open to all members of the Chamber.

3.—The Sub-Committee may refer to the General Committee for instructions on any point of difficulty.

4.—With the concurrence of those interested, the Sub-Committee may take counsel's opinion or the evidence of experts, at the expense of the disputants.

5.—The Sub-Committee may decline to express an opinion on the plea that points of law are involved in the case.

6.—A unanimous opinion expressed by the Sub-Committee shall be at once communicated to the parties interested by the General Committee.

7.—Any member of the Sub-Committee dissenting from the conclusion arrived at by the other two may communicate his reasons for dissenting when the Report is handed in to the General Committee.

8.—An opinion given by the Sub-Committee from which dissent is expressed by any of the members shall be reconsidered by the General Committee.

9.—If, out of the General Committee, not less than three members consider that the expression of dissent is justified, the Sub-Committee may be asked to reconsider the case.

10.—If, on reconsideration, the opinion of the Sub-Committee remains unchanged, the decision shall be communicated to the parties interested by the General Committee.

11.—It shall be open to the General Committee to record, in such way as they may consider best, any cases which may be useful as precedents in establishing the custom of the Port.

12.—A fee of Rupees Thirty shall be payable to the Secretary of the Chamber by each of the parties to the Arbitration on filing their case, and shall be distributed as follows:—Rs. 15 to the General Funds of the Chamber, and the remainder equally among the arbitrators.

13.—In a laborious case, involving the taking of evidence and more than two sittings, the fees shall be fixed by the General Committee, and distributed in the proportions above indicated. Any extra expenses incurred shall be borne by the disputants.

The following addition to the regulations for Committees of Arbitration was passed at the Annual General Meeting of the Chamber held on 18th January 1891 :—

In the event of both parties to a dispute wishing to refer the matter to the settlement of the Chamber without, in the first instance, appointing a surveyor on either side, the Committee may undertake to deal with such disputes provided both parties agree to abide by the Chamber's decision. The fee in such cases shall be Rs. 20, of which Rs. 15 shall be paid to the arbitrator and the balance to the General Funds of the Chamber.

RULES FOR SURVEYS AND ARBITRATIONS ON PIECE-GOODS.

As agreed upon with the Native Piece-Goods Merchants' Association, 28th January 1885.

I.—Buyer and seller to have the option of selecting either an European or a Native Surveyor.

II.—The Native Surveyors to be chosen from among the following gentlemen :—

Mr. Madhowjee Thakersey.
,, Jivram Vashanjee.
,, Rowjee Naranjee, of Messrs. Ruttonsey Canji.
,, Chaturbhoj Shivjee.
,, Purshotum Cooverjee.
,, Vithaldas Khetsey, of Messrs. Purshotam Luxmidas.
,, Purshotam Govindjee, of Messrs. Damoder Haridas.
,, Karsondas Ramdas, of Messrs. Ramdas Bhanji.
,, Jaithabhai Valjee.
,, Purshotam Govindjee, of Messrs. Purshotam Govindjee & Co.
,, Jewraj Dyal.
,, Ragowji Kanji, of Messrs. Muljee Padamsey.
,, Valjee Nensey, of Messrs. Kanjee Karson.
,, Hemraj Canji.
,, Morarji Veljee.
,, Lakhmidas Bhimjee, of Messrs. Bhimjee Rowjee & Sons.
,, Mathuradas Mowjee.
,, Narandas Ramjee, of Messrs. Ramjee Lakhmidas.
,, Rao Saheb Purshotam Oodhowjee, J.P.
,, Girdhardas Jaithabhai, of Messrs. Kanjee Dharamsey.
,, Laljee Jivraj, of Messrs. Ghella Dayal.
,, Kurji Dharamsey.
,, Hariram Velji.
,, Ruttonsey Damoder, of Messrs. Megjee Hemraj.
,, Morarji Kalianji.

III.—In the event of a dispute between Surveyors, the Surveyors to have the right, with the consent of their principals, to choose any umpire they can agree on.

But in the event of both principals not consenting, or in the event of the Surveyors not being able to agree together on an umpire, then the dispute must be referred to the Special Committee appointed by the Chamber of Commerce for purposes of arbitration.

IV.—This Special Committee will be composed of the following gentlemen or others as the Committee of the Chamber of Commerce for the time being may select :—

Mr. H. E. E. Procter and Mr. T. W. Birkett, of Messrs. Killick, Nixon & Co.
,, C. H. Armstrong, of Messrs. Lyon & Co.
,, M. F. Reid and the Hon. E. J. Hawke, Bombay Company, Limited.
,, J. Fairclough, and Mr. G. M. Wilson, of Messrs. Finlay, Muir & Co.
,, A. Foulkes, of Messrs. Owen & Okell.
,, W. G. Mayhew, of Messrs. Forbes, Forbes & Co., Ld.
,, H. O. Coates, of Messrs. J. Duxbury & Co., Ld.
,, W. H. Crombie, of Messrs. Latham, Abercrombie & Co.
,, T. Sharples, of Messrs. Kerr, Tarruck & Co.
,, A. H. Hammond, of Messrs. Greaves, Cotton & Co.
,, O. Schillizi and Mr. E. Lambrinudi, of Messrs. Ralli Brothers.
,, H. Kreis, of Messrs. E. Spinner & Co.
,, Edwin Yeo, of Messrs. C. Macdonald & Co.
,, F. W. Shaw and Mr. John Pollard, of Messrs. Fleming, Shaw & Co.
,, E. F. Allum, of Messrs. Aldridge, Salmon & Co., Ld.
,, J. M. Dick and Mr. C. B. Wallace, of Messrs. W. and A. Graham & Co.
,, J. Alan Dredge, of Messrs. Ewart Latham & Co.
,, R. Tileman, of Messrs. Schroder Smidt & Co.

V.—The selection of arbitrators from this Special Committee will rest with the Committee of the Chamber of Commerce for the time being, one arbitrator being appointed to decide each appeal.

VI.—The fee for each arbitration will be Rs. 15, of which Rs. 5 to be paid to the Chamber and Rs. 10 to the arbitrator, loser paying subject to the provisions of the rule following.

VII.—It is to be understood that in the event of it being proved to the satisfaction of Surveyors that the importing house had previously offered an allowance in settlement of the dealer's claim equal to, or more than, the allowance granted by the Surveyors, then the whole cost of the survey shall fall on the dealers. On the other hand, if it be proved to the satisfaction of Surveyors that the dealer had offere to accept an allowance equal to, or less than, the allowance decided on by the said Surveyors, then the whole cost of the survey shall fall on the importing house.

VIII.—The award of the umpire whether chosen by the arbitrators or appointed by the Committee of the Chamber is to be final, and his decision need not necessarily coincide with the opinion of either of the two previous arbitrators.

RULES AND REGULATIONS.

For the Measurement by Callipers upon Exports from Bombay of Cotton, Wool, Hemp, and other Pressed Bales.

I. CALLIPERS shall from time to time be submitted to the Secretary of the Chamber of Commerce, and, if found correct, shall be branded with a stamp bearing the name of the Chamber, to indicate the same.

II. If, from use or otherwise, any Calliper should get out of order and be objected to, the party objecting shall send the Callipers to the Chamber for examination, and should the objection be valid, the Chamber's stamp shall be defaced by the Secretary. If, however, the objection is found to be groundless, the Secretary shall give a note to that effect, and the party objecting shall be bound by his decision.

III. Any Callipers found incorrect, and on which the stamp has been defaced, may be restamped after adjustment.

IV. No measurements shall be held good except such as are taken by Callipers bearing the Chamber's stamp.

V. Public Measurers shall be appointed under the authority of the Chamber of Commerce, and stationed at the different Bunders, to measure pressed bales of Cotton, Wool, Hemp, and other merchandise.

VI. A Fee, the amount of which shall in no case exceed half an anna per bale, but which may be regulated by the Chamber from time to time in order to meet the expenses of the necessary establishment, shall be levied on all bales measured by the duly appointed Measurers.

VII. No bales shall be measured without the production of the Custom House Pass bearing the endorsement of the Measurement Fee Clerk, to the effect that the Fee has been paid.

VIII. The Measurers shall measure not less than five bales in every hundred, ascertaining the length of the bale and the greatest width and depth over the lashings, and as near the centre of the bale as possible, but not over the knots.

IX. The Measurer shall give a Certificate of Measurement, which must accompany the bales to the ship or steamer, and shall furnish the Shipper with a copy thereof. This Certificate, which shall be retained by the ship, shall state—

The date and hour of measurement,	The name of the ship or steamer,
The number of the boat,	The number of bales,
The name of the tindal,	The marks of the bales,
The name of the shipper,	The measurement.

X. The Shipper shall, if required, in writing, give the Agent of the ship or steamer notice in writing, of the time when, and the name of the Bunder on which his bales will be measured, in order that the ship or steamer may be represented.

XI. The bales shall be alongside the ship or steamer within 36 hours after measurement, weather permitting, or the certificate shall be void, and the bales shall be re-measured on board, written notice, however, in such case being given to the shipper, so that he may have the option of attending.

XII. The salaries of the Measurers, and all other expenses connected with this scheme of measurement, shall be paid by the Chamber from the Fee Fund raised under these Rules.

XIII. All matters pertaining to the measurement of Cotton as defined above, including the appointment of the Measurers, the fixing of their salaries, the payment of the same, and the doing of all things necessary for a proper and economical working of the scheme, shall be placed in charge of the General Committee of the Chamber.

XIV. No refund of Measurement Fees shall be allowed for sums under one Rupee.

XV. No claim for refund shall be allowed, unless presented within one month from the date of vessel's departure.

GENERAL RATES OF COMMISSION.

Table of General Rates of Commission chargeable in Bombay, as revised by the Committee of the Chamber of Commerce, and adopted at the General Meeting held on the 20th June, 1889.

IMPORT, EXPORT, AND GENERAL BUSINESS.

		Per Cent.
1.	On effecting insurance on amount insured	½
2.	On settling insurance losses, whether partial or total, also on procuring return of premium, exclusive of commission on receipt of cash	1
3.	On the sale or purchase of goods of all denominations (except as under)	2½
4.	On purchases of all kinds with the proceeds of goods sold, and on which a commission of 2½ per cent. has been previously charged	1
5.	On the sale or purchase of ships, of opium, and of diamonds, pearls, and jewellery of all descriptions	1
6.	On the sale or purchase of treasure or bullion	1
7.	On the sale or purchase of cattle	5
8.	On goods consigned which are disposed of by auction or sent to a shop, on net proceeds	2½
9.	On goods consigned and afterwards withdrawn, invoice cost.	1
10.	On guaranteeing the responsibility of persons to whom goods are sold on the amount of sale	1
11.	On attending the delivery of contract goods to the Government or individuals...	1
12.	On collecting house rent	1
13.	On sale or purchase of private Bills of Exchange	½
14.	On effecting remittances by Bills of Exchange	½
15.	On exchanging Government Securities of all descriptions, or investing money therein, and on transferring Government Paper from one constituent to another	¼
16.	On surrendering or depositing in the Treasury Government Securities of all descriptions	¼
17.	On recovering of bonds, or of bills for absentees overdue at the time of their being placed in the possession of the Agent.	1
18.	On debts when a process at law or by arbitration is necessary.	2½
19.	On debts when recovered without process of law or arbitration	2½
20.	On managing the affairs of the estate for an executor or administrator	5
21.	On recovering funds from a bankrupt estate	2½
22.	On guaranteeing bills, bonds or debts in general, by endorsement or otherwise	½

		Per Cent.
23.	On bills of exchange returned, noted or protested	¼
24.	On granting and cashing letters of credit	1
25.	On depositing Government paper as security for constituents.	½

NATIVE CONSIGNMENTS.

26. The recognised rate of commission in England on the sale of consignments from Bombay shall be 2½ per cent., exclusive of brokerage and guarantee, and the same is added to the Scale of Commissions sanctioned by the Chamber.

SHIPPING BUSINESS.

27.	On procuring freight	2½
	"When the freight is payable in sterling, the Commission shall be calculated on the sterling amount at the following rates for Bank Bills, viz., at the rate for 6 months' sight Bank Bills when the freight is by sailing ships, and at the rate for 3 months' sight Bank Bills when by steamers."	
	Brokerage, when actually incurred, shall be considered a legitimate charge in ship's accounts.	
28.	On collecting freight	2½
29.	On tendering a vessel (if accepted) for the conveyance of troops; on the amount of the charter party	2½
30.	On shipping goods of every description on which no commission for the purchase has been charged	1
31.	On shipping treasure, bullion, and jewellery	⅛
32.	On ship's disbursements when not in funds	1
33.	On account of passage-money, whether the same passes through the Agent's hands or not	5
34.	For executing orders to Charter or engage Tonnage in Bombay or at outports	2½
35.	On realizing Bottomry Bonds or negotiating any loan on *respondentia*	1
36.	On landing and re-shipping goods from any vessel in distress, stranded, or wrecked, or on landing or selling by auction damaged goods from any such vessel, and acting as Agent for the Master on behalf of all concerned,—on the declared value of all such goods as may be re-shipped, and on net proceeds of all such goods as may be publicly sold ...	1
	If Opium, Indigo, Raw Silk or Silk Goods	½
	If Treasure, Precious Stones, or Jewellery	¼
37.	On moneys expended, *i.e.*, on all disbursements made in efforts to save Ship or Cargo	2½

Note applicable to Rates of Commission generally.—When the amount on which commission is payable is stated in rupees, the commission shall be calculated in that currency; and when in sterling at the rate provided for under Rule 27 of the General Rates of Commission which fixes the rate "on procuring freight."

SHIP FREIGHT INWARDS TO BOMBAY.

PAYABLE IN BOMBAY.

THE Resolutions passed at the Special General Meeting of the Chamber on the 22nd March, 1871, regulating the payment in Bombay of Freight Inward to Bombay, were, at the General Meeting on the 9th August, 1876, in consequence of the altered condition of Exchange, cancelled as on the 1st January, 1877, from which date payment will be regulated in conformity with the following Resolution :—

> "That the conversion into Indian currency of sterling freight inward to Bombay, payable in Bombay, shall, unless otherwise stipulated, be made at the rate for Bank Bills on London payable on demand ; and that the rate ruling at the close of a mail shall be the rate applicable to such purpose during the subsequent week."

SHIP FREIGHT OUTWARDS FROM BOMBAY.

PAYABLE IN BOMBAY.

RESOLUTION passed at the Annual General Meeting of the Chamber held on 25th January 1888 :—"That the resolution passed by the Chamber on 31st October, 1876, regarding ship freight outwards from Bombay, payable in Bombay, be altered as follows :—That freight outward from Bombay, stated in sterling, payable in Bombay (in the absence of any stipulation in the shipping order or charter party to the contrary), shall be converted into Indian currency at the rate for bank bills on London payable on demand ; and that the rate ruling at the close of a mail shall be the rate applicable for bills of lading presented during the subsequent week ; on difference of freight 4½ per cent. as customary in the case of sailing ships and 2½ for steamers being allowed as discount to cover cost of insurance and interest until the due date of the freight."

ANTI-DATING BILLS OF LADING.

RESOLUTION passed at the Special General Meeting of the Chamber on 22nd July, 1881 :—

"That having considered the question of anti-dating bills of lading, either on dock receipts or for goods alongside, the Chamber is of opinion that such a proceeding is open to most serious objections and might involve grave responsibilities."

SHUT-OUT CARGO.

RESOLUTION passed at the Annual General Meeting of the Chamber held on 30th January, 1889 :—

"That the Resolution passed at the Special General Meeting of the Chamber on 22nd July, 1881, respecting shut-out cargo, be amended as follows :—That in cases when shipping orders have been issued without any special stipulation in respect of shut-out cargo, the shipper, provided he has fulfilled the terms of his shipping order, shall have the right to demand a fresh shipping order in the first going vessel for the same port from the agent of the vessel that has failed to take in his cargo, and shall also be entitled to recover any losses and additional expenses which he may have incurred through his cargo being shut-out. If the agent declines or omits to grant this, the shipper should himself have the power to engage the necessary tonnage, and to claim on the said agent for any difference in freight or other expense to which he may have been put."

DETENTION OF CARGO BOATS ALONGSIDE VESSELS.

RESOLUTION passed at the Special General Meeting of the Chamber on 22nd July, 1881 :—

"That while recognizing the grievance which exists, the Chamber is unable to recommend a remedy that would be mutually satisfactory to those interested."

TONNAGE SCALE AT BOMBAY.

OLD SCALE.

STEAMERS.

At the Annual General Meeting of the Members of the Bombay Chamber of Commerce, held on Tuesday, 8th October, 1872, it was proposed by G. A. Kittredge, Esq., of Messrs. Stearns, Hobart & Co., seconded by Thomas Wilson, Esq., of Messrs. Antrobus & Co., and carried unanimously :—"That the subjoined Scale and the accompanying Rules be taken to regulate the steamer trade from Bombay and the Malabar Coast to the United Kingdom and the Continental Ports in Europe, in the absence of special agreement to the contrary" :—

1. That the Tonnage Scale for steamers shall be on the basis of 40 cubic feet and 16 cwt. dead weight to the ton.
2. That Hides and Skins, whether in bales or bundles, be taken by measurement and not by weight.
3. That Oil be taken on the outside measurement of the cask.
4. That when Freight is payable on weight, the same is to be on the net weight delivered.
5. That these Rules and the subjoined Scale come into force for steamers from this date—Tuesday, 8th October, 1872.

SHIPS.

At a General Meeting of merchants held in the offices of the Chamber of Commerce, Bombay, on the 6th of June, 1856, convened by Circular under the direction of the Committee of the Chamber, William Forsyth Hunter, Esq., Chairman of the Chamber, in the chair, it was proposed by Henry Scott, Esq., of Messrs. Finlay, Scott & Co., seconded by John Campbell, Esq., of Messrs. Campbell, Mitchell & Co., and unanimously carried :—"That from and after the 1st of January, 1857, the following amended Scale be taken to regulate the Trade from Bombay and the Malabar Coast to the United Kingdom, in the absence of special agreement to the contrary."

Proposed by James Fleming, Esq., of Messrs. W. Nicol & Co., and seconded by William Trevor Roper, Esq., of Messrs. Lawrence & Co., and carried unanimously :—"That the freight on Oil be paid on the full gauge of the cask, ascertained at the port of discharge."

Proposed by Thomas Stock Cowie, Esq., of Messrs. Remington & Co., and seconded by John Parsons, Esq., of Messrs. Cardwell, Parsons & Co., and carried unanimously :—"That when freight is payable on weight, the same is to be on the net weight delivered."

(Sd.) W. F. HUNTER, *Chairman.*

At the General Meeting of the Bombay Chamber of Commerce, held on 22nd July, 1881, the following Resolutions were passed :—

I. That the subject of the revision of the Tonnage Scale be laid before the next General Meeting, so that any member desiring the re-measurement of any particular article of export may have an opportunity of bringing forward his proposal by resolution.

II. That the General Committee be authorized to add new articles to the Tonnage Scale after testing them, notice being given to members by circular, and to the public by advertisement, of the time and place of such testing, and that such additions, before being formally entered in the Tonnage Scale, shall be sanctioned at a General Meeting of the Chamber.

III. That in any revision of the Tonnage Scale, which might be decided on by the Chamber, or any addition thereto, the present basis for ship and steamer tonnage shall be adhered to.

NEW SCALE.

At a General Meeting of the Bombay Chamber of Commerce, held on 20th of July, 1883, the following Resolution was passed :—

That Rule I. prefixed to the Tonnage Scale be cancelled, and the following rule be substituted :—That the Tonnage Scale for steamers shall be on the basis of 40 cubic feet to the ton, but in no case to exceed 20 cwt. dead-weight.

Articles.	Steamers Old Scale.	Steamers New Scale.	Ships.
	To the Ton.	To the Ton.	To the Ton.
Aloes, in kegs	40 feet.	...	16 cwt.
Alum, in bags	16 cwt.	...	20 cwt.
Annato, in cases	40 feet.	...	50 feet.
Apparel	40 feet.	...	50 feet.
Arrowroot, in cases ...	40 feet.	...	50 feet.
Assafœtida, in cases ...	40 feet.	...	50 feet.
Bajree, in bags	16 cwt.	18 cwt.	20 cwt.
Barilla	16 cwt.	...	20 cwt.

Articles.	Steamers Old Scale.	Steamers New Scale.	Ships.
	To the Ton.	To the Ton.	To the Ton.
Barley, in bags	...	15 cwt.	...
* Bran, in bags (pressed) ...	...	10 ,,	...
Do. do. (unpressed)...	...	9 ,,	...
Bees' Wax, in cases ...	40 feet.	...	50 feet.
Betelnut, in bags	13 cwt.	...	16 cwt.
Blackwood, in straight square logs	40 feet.	...	50 feet.
Do. otherwise ...	16 cwt.	...	20 cwt.
Bone-meal and bone-dust ...	...	20 cwt.	20 cwt.
Bone-meal, in bags, (in accordance with the average quality of which a standard is preserved by the Chamber)	...	20 cwt.	...
Bones, crushed, in bags (as per Standard A preserved by the Chamber.)	...	11 cwt.	...
Do. B do. ...	...	14 ,,	...
Do. C do. ...	...	17 ,,	...
Bones, loose	...	...	...
Books	40 feet.	...	50 feet.
Borax, in cases	40 feet.	...	50 feet.
Do. in bags	16 cwt.	...	20 cwt.
Buffalo horns, in bundles ...	...	6 cwt.	8 cwt.
Bullion	per cent.	...	per cent.
Camphor, in cases... ...	40 feet.	...	50 feet.
Canes, Rattans, in bundles ...	13 cwt.	...	16 cwt.
Cardamoms, in bundles ...	40 feet.	...	50 feet.
Cassia Lignea, Fistula, and Buds	40 feet.	...	50 feet.
Chasum	8 cwt.	...	10 cwt.
China Root, in cases ...	40 feet.	...	50 feet.

*Note.—Pressed Bran to be understood as not less than 5 maunds (of 28 lbs.) in a bag of 45½×25 inches.

ARTICLES.	STEAMERS OLD SCALE.	STEAMERS NEW SCALE.	SHIPS.
	To the Ton.	To the Ton.	To the Ton.
Cigars	40 feet.	...	50 feet.
Cinnamon, in bales ...	...	...	6 cwt.
Do. in cases ...	40 feet.	...	50 feet.
Cloves, in cases	40 feet.	...	50 feet.
Do. in bags or frazils ...	8 cwt.	...	10 cwt.
Coals	...	...	20 cwt.
Cocoa, in bags	10 cwt.	...	12 cwt.
Coculus Indicus, in bags ...	13 cwt.	...	16 cwt.
Coffee, in cases	40 feet.	...	50 feet.
Do. in bags or frazils ...	12 cwt.	14 cwt.	16 cwt.
Coir, in bales	40 feet.	...	50 feet.
Do. in bundles or loose ...	5 cwt.	...	6 cwt.
Do. Rope, in coils	40 feet.	...	8 cwt.
Colocynth, in cases	40 feet.	...	50 feet.
Colombo Root, in bags ..	8 cwt.	...	14 cwt.
Copra, in robbins	8 cwt.	8 cwt.	12 cwt.
Do. in bags	...	...	12 cwt.
Cut Copra, in bags	...	11 cwt.	...
Coral, Rough (not specimen), in bags	16 cwt.	...	20 cwt.
Cotton Seed	...	13 cwt.	...
Cotton Seed (cleaned) in bags.	...	15 cwt.	...
Cotton, in bales	40 feet.	...	50 feet.
Cowries, in cases	40 feet.	...	50 feet.
Do. in bags	16 cwt.	...	20 cwt.
Cubebs	10 cwt	...	12 cwt.
Cummin Seed, in cases ...	40 feet.	...	50 feet.
Cutch or Terra Japonica, in bags or baskets, unscrewed.	13 cwt.	...	16 cwt.
Dates, wet	16 cwt.	...	20 cwt.
Do. dry	13 cwt.	...	16 cwt.

ARTICLES.	STEAMERS OLD SCALE.	STEAMERS NEW SCALE.	SHIPS.
Dhall, crushed, in bags ...	To the Ton. ...	To the Ton. 17 cwt.	To the Ton. ...
Dragon's Blood, in cases ...	40 feet.	...	50 feet.
Ebony, square and straight...	40 feet.	...	50 feet.
Do. otherwise	16 cwt.	...	20 cwt.
Elephants' Teeth, in cases ..	40 feet.	...	50 feet.
Do. in bundles.	14 cwt.	...	18 cwt.
Do. loose ...	16 cwt.	...	20 cwt.
Fennel Seed	...	10 cwt.	...
Fenugreek or Methey Seed ...	...	17 cwt.	...
Flour, in bags	...	18 cwt.	...
Flour, middlings, or sharps, in bags	...	12 cwt.	...
Furniture	40 feet.	...	50 feet.
Galingals	10 cwt.	...	12 cwt.
Galls, in bags	13 cwt.	...	16 cwt.
Do. in cases	40 feet.	...	50 feet.
Ginger, dry, in cases	40 feet.	...	50 feet.
Do. in bags	10 cwt.	...	12 cwt.
Gram, in bags	15 cwt.	17 cwt.	20 cwt.
Groundnuts, shelled	13 cwt.	...	16 cwt.
Do. unshelled ...	...	6 cwt.	8 cwt.
Gums, of all kinds, in cases...	40 feet.	...	50 feet.
Gum Olibanum, in bags ...	13 cwt.	...	16 cwt.
Gum (Persian) in double bags Gum (Arabic) „ „ „	...	17 cwt.	...
Hurtall, in cases	40 feet.	...	50 feet.
Hemp, in screwed bales ...	40 feet.	...	50 feet.
Do. loose or in bundles ...	5 cwt.	...	7 cwt.
Hides&Skins, in screwed bales	40 feet.	...	50 feet.
Do. loose & in small bundles	40 feet.	...	12 cwt.
Horns, Buffalo and Cow, loose	13 cwt.	...	16 cwt.
Do. Deer, loose	6 cwt.	...	8 cwt.

ARTICLES.	STEAMERS OLD SCALE.	STEAMERS NEW SCALE.	SHIPS.
	To the Ton.	To the Ton.	To the Ton.
Horn Tips, of any kind ...	13 cwt.	...	16 cwt.
Indigo, in cases	40 feet.	...	50 feet.
Iron, old	...	20 cwt.	20 cwt.
Iron Rails...	...	20 cwt.	20 cwt.
Jackwood	40 feet.	...	50 feet.
Jowaree, in bags	16 cwt.	18 cwt.	20 cwt.
Lac Dye, in shells or cases ...	40 feet.	...	50 feet.
Lang, in bags	16 cwt.	18 cwt.	20 cwt.
Do. crushed, in bags ...	...	17 cwt.	...
Linseed, in bags...	16 cwt.	...	18 cwt.
Mace, in cases	40 feet.	...	50 feet.
Maize, in bags	...	16 cwt.	...
Mother-o'-Pearl, in cases ...	40 feet.	...	50 feet.
Do. in bags ...	16 cwt.	...	20 cwt.
Mowra Flowers	16 cwt.	18 cwt.	20 cwt.
Do. Seed, in bags	13 cwt.	...	16 cwt.
Munjeet or Madder Root, in cases or bales...	40 feet.	...	50 feet.
Do. in bundles or bags.	8 cwt.	...	12 cwt.
Musk, in cases	40 feet.	...	50 feet.
Mussor, in bags...	16 cwt.	20 cwt.	20 cwt.
Myrabolams, in bags	13 cwt.	...	16 cwt.
Niger Seed	14 cwt.	...	17 cwt.
Nutmegs, in cases	40 feet.	...	50 feet.
Nux Vomica, in cases... ...	40 feet.	...	50 feet.
Do. in bags	13 cwt.	...	16 cwt.
Oil, of any kind, in casks ...	40 feet.	...	210 Im. gals.
Do. Cocoanut	...	11 cwt.	...
Oil Seeds—			
Castor Seed, known as Bold Cawnpore description ...	...	10 cwt.	17 cwt.
Castor Seed, other sorts ...	...	13 cwt.	17 cwt.

ARTICLES.	STEAMERS OLD SCALE.	STEAMERS NEW SCALE.	SHIPS.
Oil Seeds—	To the Ton.	To the Ton.	To the Ton.
Teel or Gingelly Seed ...	14 cwt.	15 cwt.	...
Rape Seed	14 cwt.	16 cwt.	...
Mustard Seed...	14 cwt.	16 cwt.	...
Opium	per chest.	...	per chest.
Paddy, in bags	13 cwt.	...	16 cwt.
Pepper, in bags	13 cwt.	...	16 cwt.
Pimento	12 cwt.	...	14 cwt.
Plumbago, in bags	16 cwt.	...	20 cwt.
Pollards, in bags	...	10 cwt.	...
Poppy Seed, in bags (1½ cwt.)	14 cwt.	...	17 cwt.
Do. double bags (1½ ,,)	13 cwt.	...	16 cwt.
Poppy Seed, single bags (1¼ cwt.)	14 cwt.	...	17 cwt.
Do. double bags (1¼ ,,)	14 cwt.	...	17 cwt.
Rattans, in bundles ...	13 cwt.	...	16 cwt.
Do. Ground	13 cwt.	...	16 cwt.
Red Wood	13 cwt.	...	16 cwt.
Rhubarb, in cases... ...	40 feet.	...	50 cwt.
Rice, in bags	16 cwt.	18 cwt.	20 cwt.
Safflower, in cases... ...	40 feet.	...	50 feet.
Do. in screwed bales	40 feet.	...	50 feet.
Do. in bags	8 cwt.	...	10 cwt.
Safflower Seed (Kurdai Seed or Kasumba), in bags ...	...	13 cwt.	...
Sago, in cases	40 feet.	...	50 feet.
Sal Ammoniac, in cases ...	40 feet.	...	50 feet.
Do. in bags ...	15 cwt.	...	18 cwt.
Salt	...	28 Indian maunds of 82⅔ lbs.	28 Indian maunds of 82⅔ lbs.
Saltpetre	16 cwt.	20 cwt.	20 cwt.
Sandal and Sapan Wood ...	11 cwt.	...	16 cwt.
Sealing Wax, in cases ...	40 feet.	...	50 feet.

ARTICLES.	STEAMERS OLD SCALE.	STEAMERS NEW SCALE.	SHIPS.
	To the Ton.	To the Ton.	To the Ton.
Senna, in bags	5 cwt.	...	6 cwt.
Do. in bales	40 feet.	...	50 feet.
Shells, Rough, in bags ..	16 cwt.	...	20 cwt.
Silk, in bales	8 cwt.	...	10 cwt.
Do. in cases	40 feet.	...	50 feet.
Soap, in cases	40 feet.	...	50 feet.
Sugar, in double bags ...	...	19 cwt.	20 cwt.
Talc...	16 cwt.	...	20 cwt.
Tallow	40 feet.	...	50 feet.
Tamarinds	15 cwt.	...	18 cwt.
Tea, in chests	40 feet.	...	50 feet.
Timber, Teak: Square Planks and Poon ...	40 feet.	...	50 feet.
Do. Round, one-fifth off ...	...	...	...
Tobacco, in bales	40 feet.	...	50 feet.
Tortoise Shells, in chests ...	40 feet.	...	50 feet.
Turmeric, in bags	11 cwt.	...	13 cwt.
Tutenague...	16 cwt.	...	20 cwt.
Unrated Wood	11 cwt.	...	14 cwt.
Weed Seed (in bags)	...	10 cwt.	...
Whanghees *(vide* Canes) ...	13 cwt.	...	16 cwt.
Wheat	16 cwt.	18 cwt.	20 cwt.
Wines and Spirits, in casks...	40 feet.	...	50 feet.
Do. in cases...	40 feet.	...	50 feet.
Wool, in screwed bales ...	40 feet.	...	50 feet.
Zedory	16 cwt.	...	20 cwt.

*** The Standard Ton at Bombay for Measurement Goods shall be taken at 50 cubic feet for ships.

SCALE OF LANDING CHARGES.

CHARGEABLE TO CONSIGNEES FOR THE LANDING OF GOODS.

Sanctioned by the Bombay Chamber of Commerce, at the Annual General Meeting of the Members held on 30th of October, 1877.

[These rates are understood to be maximum rates and to cover landing cranage, and delivery on the Bunder, but not Bunder Fee.]

ARTICLES.	How Charged.	Rs.	a.	p.
Almonds	Bag.	0	1	0
Alum	Ton.	1	4	0
Arrowroot	In moras of 1½ cwt.	0	2	0
Do.	In cases of 1 cwt.	0	2	0
Asphalte	Ton.	1	4	0
Assafœtida	Bag.	0	6	0
Beer and Porter	Hogshead.	0	8	0
Beads	Case.	0	5	0
Boilers	...	Special.		
Books'	Ordinary Case.	0	5	0
Boots	Case.	0	5	0
Borax	Do.	0	5	0
Brassware (with cranage)	Ton.	1	12	0
Do. (without do.)	Do.	1	4	0
Brass Leaves	Case.	0	2	0
Bricks, Fire	Ton.	1	4	0
Bullion	...	Special.		
Camphor	Case.	0	4	0
Do.	Tub.	0	1	6
Candles	Cwt.	0	3	0
Canvas	Bale.	0	5	0
Cardamoms	Bag.	0	2	0
Do.	In cases of 2 cwt.	0	6	0
Carpets	Package.	0	7	0

ARTICLES.	How Charged.	Rs.	a.	p.
Carriages	Each.	8	0	0
Cashewnuts	Bag.	0	2	0
Cassia	Case.	0	3	0
Cement...	Ton.	1	12	0
Chalk	Do.	1	4	0
Chillies...	Bag.	0	1	0
Cheroots	In cases of 10,000	0	8	0
Clay, China, or Fire	Ton.	1	12	0
Cloves	Bag not exceeding 1½ cwt.	0	1	3
Cochineal	Case.	0	5	0
Cocoanuts	Bundle.	0	2	0
Coal (on the South of the P. & O. Co.'s Dock)...	Ton.	0	12	0
Do. (on the North of the P.& O. Co.'s Dock)...	Do.	1	0	0
Coffee (in Bags)	Do.	1	8	0
Coir	In bundles of cwt.	0	1	0
Copper and Yellow Metal (in Cases) ...	Ton.	1	12	0
Do. do. (in Cakes or Slabs)...	Do.	1	6	0
Copra	Bag.	0	1	0
Do.	Robbin.	0	2	0
Copperas or Sulphate of Copper ...	Ton.	1	12	0
Cotton, Full-pressed Bales	Bale.	0	5	0
Do. (Unpressed) in Docras and Half-pressed Bales	Cwt.	0	1	6
Crackers	Case.	0	4	0
Crockery	Cask or Crate.	1	0	0
Dates, dry (in Mats or Bags)	Cwt.	0	1	0
Do. wet (in Mats or Bags)... ..	Do.	0	1	0
Drugs	Bag or Case.	0	5	0
Fishmaws and Sharkfins	Bag.	0	4	0
Flax	Bale.	0	5	0

ARTICLES.	How Charged.	Rs. a. p.
Flour	Ton.	1 12 0
Fruits, dried (in Bags, &c.)	Cwt.	0 1 0
Ghee...	Dubber.	0 4 0
Ginger, dried	Case or Bag.	0 3 0
Glass, Window	Case.	0 2 0
Grain of all sorts	Bag.	0 1 0
Groundnuts	Do.	0 1 0
Gum (in Bags)	Cwt.	0 1 0
Gunny Bags	Bale.	0 6 0
Do. Bundles (Bundle of 50) ...	Bundle.	0 1 0
Haberdashery and Millinery ...	Small Case.	0 4 0
Do. do.	Large do.	0 6 0
Hardware (with cranage)	Ton.	1 12 0
Do. (without do.)	Do.	1 4 0
Hides (in pressed Bales)	Cwt.	0 1 0
Indigo	Case.	0 6 0
Ironmongery (with cranage)... ...	Ton.	1 12 0
Do. (without do.)... ...	Do.	1 4 0
Iron (Loose and in Bundles)... ...	Do.	1 4 0
Do. Pig	Do.	1 0 0
Jaghery	Bag.	0 1 0
Jute	Bale.	0 5 0
Lashings	Do.	0 5 0
Lead Sheets	Ton.	1 12 0
Lead, Pig	Do.	0 4 0
Mace...	Case	0 8 0
Machinery (weight or measurement as per Bill of Lading)	In pieces under a ton, per ton.	1 12 0
Marble Slabs...	Do.	2 0 0
Matches	Case.	0 5 0
Mats of sorts...	Cwt.	0 1 0

ARTICLES.	How Charged.	Rs.	a.	p.
Medicine	Case.	0	5	0
Millinery and Haberdashery	Small Case.	0	4	0
Do. do.	Large do.	0	6	0
Nuts of sorts (in Bags)	Cwt.	0	1	0
Nutmegs (in Bags or Cases)	Do.	0	1	0
Oils (in Casks)	Ton.	2	0	0
Oil (Kerosine)	Case.	0	1	0
Oilmanstores...	Large Case.	0	3	0
Do.	Small do.	0	1	0
Paper	Bale or Case.	0	5	0
Do. China	Do.	0	3	0
Paint (in Oil)...	Ton.	2	8	0
Pepper (in Bags)	Cwt.	0	1	0
Pianos	Each.	5	0	0
Piece Goods from Europe	Bale or Case.	0	5	0
Porter and Beer	Hogshead.	0	8	0
Quicksilver	Bottle.	0	3	0
Red Lead	Ton.	1	12	0
Rice	Bag not exceeding 1½ Cwt.	0	1	0
Rope (with cranage)	Ton.	2	0	0
Do. (without do.)	Do.	1	8	0
Saffron...	Case.	0	5	0
Safflower	Bag.	0	2	0
Saltpetre (in Bags)	Cwt.	0	1	0
Seeds, in Bags	Do.	0	1	0
Sharkfins and Fishmaws	Bag.	0	4	0
Shells (Mother-o'-Pearl), in Bags ...	Cwt.	0	1	0
Shellac...	Case.	0	4	0
Silk, China	Bale.	0	6	0
Do. Pieces	Case.	0	6	0

ARTICLES.	How Charged.	Rs.	a.	p.
Skins, Goat (in Bales or Bundles) ...	Cwt.	0	1	0
Spelter	Ton.	1	4	0
Spices, in Bags or Cases	Cwt.	0	1	0
Spirits, Wine and Beer, per dozen Quarts or 2 dozen Pints	Dozen.	0	1	0
Stationery	Package.	0	5	0
Steel (in Kegs and Loose)...	Ton.	1	4	0
Sugar	Bag not exceeding 1½ cwt.	0	1	3
Sulphur	Ton.	1	12	0
Tallow	Cask.	0	5	0
Tea	Half Chest.	0	1	0
Do.	Whole do.	0	2	0
*Tiles (Roofing and Flooring)	Ton.	1	4	0
Timber, Logs and Squares	Ton of 50 C. Feet.	1	4	0
Do. Scantlings, Shingles, &c. ...	Do.	1	8	0
Tin Plates (in Boxes)	Ton.	1	4	0
Tobacco	Case.	0	4	0
Turmeric	Bag.	0	1	0
Tusks, Elephant	Bundle.	0	6	0
Do. do.	Piece.	0	2	0
Twist or Yarn	Bale.	0	5	0
Umbrellas	Case.	0	5	0
Vermilion	Do.	0	4	0
Wine and other Liquors...	Hogshead.	0	10	0
Do. do.	Quarter-Cask.	0	5	0
Wool, Pressed	Bale.	0	5	0
Do. Unpressed	Bora.	0	8	0
Yellow Metal and Copper (in Cases)...	Ton.	1	12	0
Do. do. do. (in Cakes & Slabs)...	Do.	1	6	0

* Sanctioned at the Annual General Meeting of the Chamber held on 13th January, 1886.

BENGAL CHAMBER OF COMMERCE.

TONNAGE SCHEDULE FOR THE PORT OF CALCUTTA.

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Aloes, in bags and boxes	20	.....
Alum, in ditto	20	.....
Aniseed, in bags	8	.....
Arrowroot, in cases	.....	50
Arsenic, in bags or cases	20	.....
Assafœtida in bags and boxes	20	.....
Apparel, in boxes	.....	50
Bark, in bags	8	.....
Bees' Wax	20 gross.	
Barilla	20	.....
Betel-nut...	20	.....
Books	.....	50
Borax	20	.....
Bran	14	.....
Brimstone	20	.....
Bullion	at per cent.	
Cake-lac, in bags	16	.....
Camphor, in cases	.....	50
Cardamoms, in robbins	8	.....
Cardamoms, in boxes	.....	50
Cassia, in boxes	.....	50
,, bags	12	.....
Castor Seed	15	.....
Chillies (dry), in bags	8	.....
China Root, in bags	11	.....
,, boxes	.....	50

TONNAGE SCHEDULE FOR THE PORT OF CALCUTTA—(*contd.*)

Articles.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Chiretta, in bales	16	50
Churrah	14	.....
Cigars	.....	50
Cloves, in bags...	8	.....
,, boxes	.....	50
Coals	20	.....
Cochineal	.....	50
Coffee, in bags	18	.....
,, casks	16	.....
Coral, rough	20	.....
Coir, loose and unscrewed	12	.....
Coir, in dholls	10	.....
Copras or Cocoanut Kernel	14	.....
Coriander Seed	12	.....
Cotton, in bales	Actual measurement at	50
Cowries	20	.....
Cummin Seed	8	.....
,, Black	8	.....
Cutch, in bags	18	.....
Cutch, in cases...	.....	50 not exceeding 20 cwt. gross.
Dates, wet	20	.....
,, dry	16	.....
Dholl	20	.....
Elephants' Teeth, in bulk	20	.....
Furniture	.....	50
Garlic and Onions	12	.....
Ginger	16	.....

TONNAGE SCHEDULE FOR THE PORT OF CALCUTTA—(*contd.*)

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Gram	20	.....
Gums, in cases	.....	50
Gunny Bags and Gunny Cloth	.....	50 not exceeding 2240 lbs. gross.
Gunjah	.....	50
Hemp	5 bales not exceeding.	52
Hides, Buffalo or Cow, cured	14 gross	
Hoofs, Horn Shavings and Tips	20	.....
Horns, Cow, Buffalo, or Deer	20	.....
India Rubber, in bags	16	.....
,, cases	.....	50
Indigo	.....	50
Iron	20	.....
Jute	5 bales not exceeding.	52
Jute Cuttings	5 bales not exceeding.	52
Lac Dye	.....	50
Lard	20 gross.	
Linseed	20	.....
Mace	.....	50
Machinery	20	.....
Metals	20	.....
Mathie Seed	18	.....
Myrabolams	16	.....
Molasses	2 puncheons	or 4 hhds.
Mother-o'-Pearl, in bags	20	.....
,, chests...	20	.....
Mowrah Flowers	20	
Mowrah Seed	20	

TONNAGE SCHEDULE FOR THE PORT OF CALCUTTA—*(contd.)*

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Munjeet	.....	50
Mustard or Rape Seed	20	.....
Niger Seed	20	.....
Nutmegs, in cases or casks...	.....	50
Nux Vomica	16	.....
Oats	16	.....
Oil in cases	.....	50
,, casks	4 hhds.	
Oil-Seed Cake	20	.....
Opium	per chest.	
Paddy	16	.....
Palmatine, in bags	16	.....
Peas	20	.....
Pepper, Long	12	.....
,, Black	14	.....
Planks and Deals	.....	50
Poppy Seed	20	.....
Putchuck	10	.....
Rags	.....	50
Raw Silk, in bales	10	.....
Rattans, for dunnage	20	.....
Red Wood, ditto	20	.....
Rhea	5 bales not exceeding	52
Rice	20	.....
Rope, in coils	.....	50
Rope, Lines and Twines, in bundles ...	16	.....
Rum, in casks	2 puncheons	or 4 hhds.
Safflower...	5 bales not exceeding	52

TONNAGE SCHEDULE FOR THE PORT OF CALCUTTA—(*contd.*)

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Sago, in cases	.....	50
Sal-ammoniac, in bags	20	.....
Sal-ammoniac, in boxes	20 gross.	
Saltpetre...	20	.....
Salt	20	.....
Sapan Wood, for dunnage	20	.....
Sealing Wax, in cases	.....	50
Seed-lac, in cases	.....	50
„ bags	16	.....
Senna	.....	50
Shells, rough, in bags	20	.....
Shell-lac, in cases	.....	50
„ bags	16	.....
Silk Chussum	.....	50
„ Waste	.....	50
Silk Piece-Goods	.....	50
Skins	14 gross.	
Soap, country, in cases	.....	50
„ bags	15	.....
„ bar	20	.....
Stick Lac, in cases	.....	50
„ bags	16	.....
Sugar	20	.....
Tallow, in cases or casks	20 gross.	
Talc	20	.....
Tamarinds, in cases or casks	20 gross.	
Tapioca	.....	50
Tea	.....	50

TONNAGE SCHEDULE FOR THE PORT OF CALCUTTA—*(contd.)*

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Teel Seed	20	.....
Timber, round	.....	40
„ squared	.....	50
Tincal	20	.....
Tobacco, in bales	5 bales not exceeding	52
Tortoise Shells, in chests	.....	50
Turmeric	16	.....
Wheat	20	.....
Wool	.....	50

Jute, Jute Cuttings, Hemp, Cotton, Safflower, and other articles similarly packed, are screwed in bales varying from 300 to 400 lbs.

Goods in casks or cases to be calculated at gross weight when paying freight by weight.

That the term "*Dead Weight*" shall be understood to mean the following articles "*only*": Sugar, Saltpetre, Rice, Wheat, Gram, Dholl, Peas, and all Metals.

SCHEDULE OF COMMISSION CHARGES.

Revised and adopted by a Special General Meeting of the Bengal Chamber of Commerce, held on the 26th February 1892—with effect from that date.

1. On the sale, purchase, or shipment of Bullion, Gold Dust, or Coin ... ... 1 per cent.
2. On the purchase (when in funds) or sale of Raw Silk, Silk Piece Goods, Opium, Pearls, Precious Stones, or Jewellery ... ... 2½ „
3. On purchasing ditto when funds are provided by the Agent ... ... 5 „
4. On the sale or purchase of all other goods—the Commission in all cases to be charged upon the gross amount of sales, and in regard to purchases upon both cost and charges ... ... 5 „
5. On returns for Consignments if made in produce ... 2½ „
6. On returns of Consignments if in Bills, Bullion or Treasure ... ... 1 „
7. On accepting Bills against Consignments ... ... 1 „
8. On the sale or purchase of Ships, Factories, Houses, Lands, and all property of a like description ... 2½ „
9. On goods and treasure consigned, and all other property of any description referred to agency for sale, whether advanced upon or otherwise, which shall afterwards be withdrawn ; and on goods consigned for conditional delivery to others and so delivered, on invoice amount at 2*s.* per rupee. ½ com.
10. On making advances or procuring loans of money for Commercial purposes, when the aggregate commission does not exceed 5 per cent.... ... 2½ per cents.
11. On ordering or receiving and delivering goods or superintending the fulfilment of contracts or on the shipment of goods where no other commission is derived ... ... 2½ „
12. On guaranteeing Bills, Bonds or other engagements, and on becoming security for administration of Estates, or to Government for the disbursement of public money ... ... 2½ „

13. On *del-credere*, or guaranteeing the due realisation of sales... ... ...2½ per cent.

14. On the management of Estates for Executors or Administrators ... ... 2½ „

15. On chartering ships or engaging tonnage for constituents for vessels to proceed to outports for loading ... ... 2½ „

16. On advertising as the Agents for Owners or Commanders of ships for cabin passengers, on the amount of passage money, whether the same shall pass through the Agent's hands or not ... 2½ „

17. On procuring freight for a ship by Shipping Order or Charter, or on procuring employment for a ship on monthly hire, or acting as Agents for Owners, Captains, or Charterers of a vessel, upon the gross amount of freight, brokerage inclusive ... 5 „

18. On engaging Asiatic Emigrants for a ship to the Mauritius, the West Indies, or elsewhere, upon the gross amount of earnings ... ... 5 „

19. On engaging troops for a ship to Great Britain or elsewhere on the gross amount of passage money for rank and file ... ... 2½ „

20. On realising inward freight, inward troop, emigrant, or cabin passage money ... ... 2½ „

21. On landing and re-shipping goods from any vessel in distress, or on landing and selling by auction damaged goods from any such vessel, and acting as Agent for the Master on behalf of all concerned—on the declared value of all such goods as may be re-shipped, and on the net proceeds of all such goods as may be publicly sold ... 2½ to 5 „
If Opium, Indigo, Raw Silk or Silk Piece Goods ... ... 1½ to 2½ „
If Treasure, Precious Stones or Jewellery ¾ to 1 „

22. On effecting Insurances, whether on lives or property ... ... 2½ „

23.	On settling Insurance claims, losses and averages of all classes, and on procuring returns of premium	2½ per cent.
24.	On drawing, purchasing, selling, or negotiating Bills of Exchange	1 „
25.	On debts or other claims when a process at law or arbitration is incurred in claiming them ...	2½ „
	Or if recovered by such means	5 „
26.	On Bills of Exchange returned dishonoured ...	1 „
27.	On collecting house-rent	2½ „
28.	On ship's disbursements	2½ „
29.	On realising Bottomry Bonds, or negotiating any loan on *respondentia*	2½ „
30.	On granting Letters of Credit	1 „
31.	On sale or purchase of Government Securities and Bank or other Joint Stock Shares, and on every exchange or transfer, not by purchase from one class to another	½ „
32.	On delivering up Government Securities and Bank or other Joint Stock Shares, on the market value	½ „
33.	On all amounts debited and credited within the year (less the balance brought forward) upon which no commission, amounting to 5 per cent., has been charged	½ „

☞ *Brokerage when paid, is to be separately charged.*

COCHIN CHAMBER OF COMMERCE.

TONNAGE SCALE.

Goods.	Packages.	Shipping Ton.
Arrowroot	Cases	50 Cubic feet
Ditto	Bags	16 Cwts. Nett
Bees' Wax	Cases	50 Cubic feet
Ditto	Bags	16 Cwts. Nett
Betel Nut	Do. or Mats	16 do. „
Blackwood	In square Logs	50 Cubic feet
Blackwood otherwise ...	Do. do.	20 Cwts. Nett
Bone Meal	Bags	20 do. „
Cardamoms	Robbins	10 do. „
Ditto	Bags	10 do. „
Ditto	Cases	50 Cubic feet
Cassia	Bales	800 lbs. Nett } 50 Cubic feet
Cinnamon	Do.	800 „ „ }
Ditto	Cases	50 Cubic feet
Citronella Oil..	Cases, Drums or Tanks ...	50 Cubic feet
Cocoanut Oil...	Casks	14 Cwts. Nett
Coculus Indicus	Robbins	14 Cwts. Nett
Ditto	Bags	16 do. „
Coffee	Casks	16 do. „
Ditto	Bags	18 do. „
Ditto	Cases	50 Cubic feet
Coir Yarn and Fibre ...	Pressed Bales	50 do. „
Ditto	Bundles	8 Cwts. Nett
Ditto	Dholls not exceeding 4 lbs.	10 do. „
Coir Matting...	Rolls	50 Cubic feet ; ⅓ allowed off for the round
Coir Rope	Coils	8 Cwts. Nett
Coir Junk	Pieces..	12 do. „
Copprah	Robbins	10 do. „
Ditto	In Pressed Bales	50 Cubic feet
Ditto	Bulk	12 Cwts. Nett
Ditto	Bags	12 do. „

TONNAGE SCALE—(*contd.*)

Goods.	Packages.	Shipping Ton.
Copprah	Bags each cup cut in 4 pieces	14 Cwts. Nett.
Cotton	Pressed Bales	50 Cubic feet
Cowries	Bags or Cases	20 Cwts. Nett
Cutch	Cases	50 Cubic feet
Ditto	Bags or Baskets	16 Cwts. Nett unscrewed
Cinchona	Bales	50 Cubic feet
Elephants' Teeth	Cases	50 do. „
Ditto	Bundles	18 Cwts. Nett
Ditto	Loose	20 do. „
Fish Oil...	Casks	210 Imp. Gal. of 9½ lbs. Nett.
Ginger	Cases	50 Cubic feet
Ditto	Bags	12 Cwts. Nett
Ditto	Casks	3 do. „
Gingelly Seed	Bags	20 do. „
Gums of all kinds	Cases	50 Cubic feet
Hemp	Screwed Bales	50 do. „
Hides	Unpressed	12 Cwts. Nett
Ditto Green	Do.	20 do. „
Ditto Dry	Bales	50 Cubic feet
Horns, Buffalo and Cow..	Loose	16 Cwts. Nett
Ditto Deer	Do.	12 do. „
Lemon Grass Oil	Cases, Drums or Tanks ...	50 Cubic feet
Linseed	Bags	18 Cwts. Nett
Mica	Cases	50 Cubic feet
Myrabolams	Bags	16 Cwt. Nett
Nux Vomica...	Robbins	14 do. „
Ditto	Bags	16 do. „
Nutmegs	Cases	50 Cubic feet
Oil Seeds	Bags	17 Cwts. Nett
Other Oils	Tanks, Cases or Drums ...	50 Cubic feet
Pepper...	Bags	16 Cwts. Nett
Ditto	Robbins	14 do. „
Plumbago	Bags or Barrels	20 do. „

TONNAGE SCALE—(*contd.*)

Goods.	Packages.	Shipping Ton.
Poonac	Bundles or bales	20 Cwts. Nett
Rice	Bags	20 do. „
Saltpetre	Do.	20 do. „
Sandal and Sapan Wood.	.. ..	13 do. „
Sandalwood Roots... ...	Do. or Bundles	13 do. „
Ditto	Loose	13 do. „
Sugar	Bags	20 do. „
Tallow	Casks and Cases	18 do. „
Tea	Chests	50 Cubic feet
Timber (all kinds) square logs or Planks	... ...	50 do. „
Ditto Round logs ...	... ...	50 do. „
Ditto otherwise... ...	... ...	20 Cwts. Nett
Turmeric	Bags	14 do. „
Wheat	Do.	20 do. „
Ditto	Mooras	18 do. „

Coir Junk, Horns, Oil Breakers, Hides loose, and all Packages not exceeding 56 lb. gross to be taken as broken stowage at half freight.

MADRAS CHAMBER OF COMMERCE.

TONNAGE SCALE.

ARTICLES.	Cwt. per Ton.	Cubic Feet per Ton.
Aloes, in bags	20	.....
Do. in boxes...	20	.....
Alum	20	.....
Aniseed	8	.....
Arrowroot, in cases	.....	50
Assafœtida, in bags	20	.....
Do. in boxes...	20	.....
Apparel	.....	50
Bark, in bags		.....
Barrilla	20	.....
Bees' Wax	20	.....
Betelnut	18	.....
Books	.....	50
Borax or Tincal...	20	.....
Do. in cases	.....	50
Brimstone	20	.....
Bullion	at per	cent.
Cake Lac, in Bags	16	.....
Camphor, in cases	.....	50
Cardamoms, in robbins	8	.....
Do. in boxes...	.....	50
Do. in bags	10	.....
Cassia, all sorts	.....	50
Castor Seed	15	.....
Chillies, in bags	12	.....
Do. in robbins	14	.....
China root, in bags	11	.....
Do. in boxes	.....	50

TONNAGE SCALE—(*contd.*)

ARTICLES.	Cwt. per Ton.	Cubic Feet per Ton.
Chiretta	.....	50
Cigars	.....	50
Cloves, in bags	8	.....
Do. in chests	.....	50
Coals	20	.....
Cochineal...	.....	50
Coffee, in bags	18	.....
Do. in robbins and casks	16	.....
Do. in cases	17	.....
Coir Yarn and Fibre screwed bales ..	.....	50
Do. in bundles and dholls	10	.....
Coriander Seeds	12	.....
Cotton, in bales	.....	50
Do. in Piece-Goods	.....	50
Cowries	20	.....
Cutch, in bags	17	.....
Dates, wet	20	.....
Do. dry	16	.....
Dholl	20	.....
Elephants' Teeth, in bulk	16	.....
Do. in cases...	.....	50
Fenugreek Seeds	16	.....
Furniture	.....	50
Garlic and Onions	12	.....
Ginger, in bags or bales	12	.....
Do. in cases	.....	50
Gingelly Seed	17	.....
Gram	20	.....
Ground Nuts in shell	12	.....

TONNAGE SCALE—(*contd.*)

Articles.	Cwt. per Ton.	Cubic Feet per Ton.
Ground Nuts shelled	16	.....
Gums, in cases, not enumerated... ...	.....	50
Gunny Bags	.....	50
Do. Cloth	.....	50
Gunjah	.....	50
Hemp, in bales	.....	50
Hides	.....	50
Hoofs, Horn Shavings, and Tips ...	20	.....
Horns, Cow and Buffalo	20	.....
Do. Deer	16	.....
Indigo	.....	50
Jute, in bales	.....	50
Lac Dye...	.....	50
Lard	.....	50
Linseed	18	.....
Mace, in cases	.....	50
Machinery	20	.....
Metals	20	.....
Myrabolams	17	.....
Molasses	20	.....
Mother-o'-Pearl, in bags	20	.....
Do. in chests	20	.....
Munjeet	.....	50
Mustard Seed	18	.....
Niger Seed	17	.....
Nutmegs, in chests	.....	50
Nux Vomica, in bags or cases	16	.....
Oats	12	.....
Oil, in cases	20	.....

TONNAGE SCALE.—(*contd.*)

ARTICLES.	Cwt. per Ton.	Cubic Feet per Ton.
Oil, in casks	210 Imperial Gallons.	
Olibanum	18	.....
Paddy, in bags	15	.....
Pease	20	.....
Paper, in bags	16	.....
Planks and Deals	.....	50
Poppy Seeds	15	.....
Putchuck	10	.....
Rape Seed	18	.....
Raw Silk, in bales	10	.....
Rattans	20	.....
Redwood for Dunnage	20	.....
Rhea, in bales	.....	50
Rice, in bags	20	.....
Roping, in coils	.....	50
Do. lines and twines, in bundles	14	.....
Do. coir, in coils	10	.....
Rum, in casks	210 Imperial Gallons.	
Safflower, in bales	.....	50
Sago, in cases	.....	50
Sal Ammoniac, in bags	15	.....
Do. in cases	.....	50
Saltpetre	20	.....
Salt	20	.....
Sapan Wood	20	.....
Sharks' Fins	16	.....
Sealing Wax, in cases	.....	50

TONNAGE SCALE.—*contd.*

ARTICLES.	Cwt. per Ton.	Cubic Feet per Ton.
Seed Lac, in cases	.....	50
Do. in bags	16	.....
Senna, in bales...	.....	50
Sarsaparilla	.....	50
Shells, rough, in bags	20	.....
Shell Lac, in cases	.....	50
Do. in bags	16	.....
Silk Piece Goods	.....	50
Skins	.....	50
Soap, country in cases	.....	50
Do. in bags	15	.....
Do. in bars	20	.....
Stick Lac, in cases	.....	50
Do. in bags	16	.....
Sugar, including Jaggery in bags ...	20	.....
Tallow, cases or casks	20	.....
Talc	20	.....
Tamarind, in cases or casks	20	.....
Tapioca	.....	50
Tea, in chests	.....	50
Timber	.....	50
Tobacco, in bales	.....	50
Tortoiseshell, in chests	.....	50
Turmeric, in bags	14	.....
Wheat	20	.....
Wool, in bales	.....	50
All other articles not enumerated, in bales or cases	.....	50

RULE.

Coir, in Bales.
Cotton.
Gunjah.
Hemp.
Jute.
Munjeet.
Senna Leaf.
Wool.
Sarsaparilla.

The articles mentioned in the margin are to be measured before shipment, at the press, godown, or on the beach, at the option of the shipper, and the measurement is to be entered on the face of the Bill of Lading. In measuring, the callipers are to take in the rope, or iron hoop, on the one side of the bale, and leave it out on the other. Half inches are to be given and taken alternately. Ten bales per cent. as a maximum are to be measured, moiety to be chosen by the shipper and moiety by the ship; and, in the event of any dispute arising, the bales are to be measured by a surveyor, to be appointed by the Chamber of Commerce. The surveyor's decision to be final, and his fee to be five rupees, one half to be borne by each party. All other goods to be measured at port of discharge.

J. A. BOYSON,
Chairman of the Chamber of Commerce.

MADRAS, 14*th February*, 1890.

KURRACHEE CHAMBER OF COMMERCE.

TONNAGE SCALE.

1. The Karachi Tonnage Scale for Steamers shall be on the basis of 40 cubic feet to the ton, but in no case to exceed 20 cwt. dead weight, except in the case of Salt.

2. The standard ton at Karachi for measurement of goods shall be taken at 50 cubic feet for Ships.

3. The Freight on Oil to be paid on the full gauge of the cask ascertained at the Port of discharge.

4. When Freight is payable on weight, the same is to be on the net weight delivered.

5. When cotton is shipped at a rate per bale, in the absence of special agreement, if the average measurement exceeds 13 feet per bale, the Ship shall be entitled to proportionate extra freight, but in no case shall a Ship be compelled to take bales larger than 14 feet.

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Aloes, in kegs	40 feet.	16 cwt.
Alum, in bags	16 cwt.	20 ,,
Annato, in cases	40 feet.	50 feet.
Apparel	40 ,,	50 ,,
Arrowroot, in cases	40 ,,	50 ,,
Assafœtida, in cases	40 ,,	50 ,,
Bajree, in bags	18 cwt.	20 cwt.
Barilla	16 ,,	20 ,,
Barley, in bags	15 ,,	18 ,,

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Bees' Wax, in cases	40 feet.	50 feet.
Betelnut, in bags	13 cwt.	16 cwt.
Blackwood, in straight square logs ...	40 feet.	50 feet.
Do. otherwise	16 cwt.	20 cwt.
Bone meal and Bone dust	20 ,,	20 ,,
Bones, crushed, in Bags	15 ,,	20 ,,
Bones, loose	8 ,,	10 ,,
Books	40 feet.	50 feet.
Borax, in cases	40 ,,	50 ,,
Do. in bags	16 cwt.	20 cwt.
*Bran, in bags (pressed)	10 ,,	.....
Bran, in bags (unpressed)	9 ,,	.....
Buffalo horns, in bundles	6 ,,	8 cwt.
Bullion	per cent.	per cent.
Camphor, in cases	40 feet.	50 feet.
Canes or Rattans, in bundles	13 cwt.	16 cwt.
Cardamoms, in bundles	40 feet.	50 feet.
Cassia Lignea, Fistula and Buds... ...	40 ,,	50 ,,
Chasum	8 cwt.	10 cwt.
China Root, in cases	40 feet.	50 feet.
Cigars	40 ,,	50 ,,
Cinnamon, in bales	.....	6 cwt.
Do. in cases	40 feet.	50 feet.
Cloves, in cases	40 ,,	50 ,,
Do. in bags or frazils	8 cwt.	10 cwt.
Coals	20 ,,	20 ,,
Cocoa, in bags	10 ,,	12 ,,
Coculus Indicus, in bags	13 ,,	16 ,,

* NOTE.—Pressed Bran to be understood as not less than 5 mds. (of 28 lbs.) in a bag of 45½ × 25 inches.

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Coffee, in cases...	40 feet.	50 feet.
Do. in bags or frazils	12 cwt.	16 cwt.
Coir, in bales	40 feet.	50 feet.
Do. in bundles or loose	5 cwt.	6 cwt.
Do. Rope, in coils	40 feet.	8 ,,
Colocynth, in cases	40 ,,	50 feet.
Colombo Root, in bags	8 cwt.	14 cwt.
Copra, in robbins	8 ,,	12 ,,
Do. in bags	.....	12 ,,
Do. cut in bags	11 cwt.	.....
Coral, Rough (not specimen), in bags ...	16 ,,	20 cwt.
Cotton Seed	13 ,,	14 ,,
Do. in bales...	40 feet.	50 feet.
Cowries, in cases	40 ,,	50 ,,
Do. in bags	16 cwt.	20 cwt.
Cubebs	10 ,,	12 ,,
Cummin Seed, in cases	40 feet.	50 feet.
Cutch or Terra Japonica, in bags or baskets unscrewed	13 cwt.	16 cwt.
Dates, wet	16 ,,	20 ,,
Do. dry	13 ,,	16 ,,
Dhall, crushed or split, in bags	17 ,,	20 ,,
Dragon's Blood, in cases	40 feet.	50 feet.
Ebony, square and straight	40 ,,	50 ,,
Do. otherwise	16 cwt.	20 cwt.
Elephants' Teeth, in cases...	40 feet.	50 feet.
Do. in bundles	14 cwt.	18 cwt.
Do. loose	16 ,,	20 ,,
Fennel Seed	10 ,,	.....

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Fenugreek or Methey Seed	17 cwt.	.....
Fishmaws (or Isinglass), in case... ...	40 feet.	.....
Flour	18 cwt.	.....
Do. Middlings or Sharps in bags ...	12 ,,	.....
Furniture	40 feet.	50 feet.
Galingals	10 cwt.	12 cwt.
Galls, in bags	13 ,,	16 ,,
Do. in cases	40 feet.	50 feet.
Ghee, in dubbas or casks	40 ,,	15 cwt.
Ginger, dry, in cases...	40 ,,	50 feet.
Do. in bags	10 cwt.	12 cwt.
Gram	17 ,,	20 ,,
Groundnuts, shelled	13 ,,	16 ,,
Do. unshelled	6 ,,	8 ,,
Gums, of all kinds, in cases	40 feet.	50 feet.
Gum Olibanum, in bags	13 cwt.	16 cwt.
Hurtall, in cases	40 feet.	50 feet.
Hemp, in screwed bales	40 ,,	50 ,,
Do. loose or in bundles	5 cwt.	7 cwt.
Hides and Skins, in screwed bales ...	40 feet.	50 feet.
Do. loose and in small bundles	40 ,,	12 cwt.
Horns, Buffalo and Cow, loose ...	13 cwt.	16 ,,
Do. Deer, loose	6 ,,	8 ,,
Horn Tips, of any kind, and hoofs ...	13 ,,	16 ,,
Indigo, in cases	40 feet.	50 feet.
Iron, old or scrap	20 cwt.	.....
Iron or Steel rails	20 ,,	.....
Jackwood	40 feet.	50 feet.

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Jaggery	18 cwt.	.....
Jowaree, in bags.	18 „	20 cwt.
Lac Dye, in shells or cases	40 feet.	50 feet.
Lac (seed), in bags	13 cwt.	.....
Lang, in bags	18 „	20 cwt.
Lang, crushed, or Dhall	17 „	20 „
Linseed, in bags	16 „	18 „
Mace, in case	40 feet.	50 feet.
Maize, in bags	16 cwt.	20 cwt.
Mother-o'-Pearl, in cases	40 feet.	50 feet.
Do. in bags	16 cwt.	20 cwt.
Mowra Flowers	18 „	20 „
Do. Seed, in bags	13 „	16 „
Munjeet or Madder Root, in cases or bales	40 feet.	50 feet.
Do. in bundles or bags...	8 cwt.	12 cwt.
Musk, in cases	40 feet.	50 feet.
Mussor, in bags	18 cwt.	20 cwt.
Mutter	18 „	20 „
Myrabolams, in bags	13 „	16 „
Niger Seed	14 „	17 „
Nutmegs, in cases	40 feet.	50 feet.
Nux Vomica, in cases	40 „	50 „
Do. in bags...	13 cwt.	16 cwt.
Oil, of any kind, in casks	40 feet.	210 Impl. gls.
Oilcake in cakes or lumps (in bags) ...	16 cwt.	.....
Oil Seeds—		
Castor Seed	14 cwt.	17 cwt.
Teel or Gingelly Seed	15 „	.....

ARTICLES.	STEAMERS.	SHIPS.
Oil Seeds—	To the Ton.	To the Ton.
Rape Seed, Sita, Jamba and other kinds	16 cwt.	.....
Mustard Seed	16 ,,	.....
Khorassan	16 ,,	.. ..
Opium	per chest.	per chest.
Paddy, in bags...	13 cwt.	16 cwt.
Pepper, in bags	13 ,,	16 ,,
Pimento	12 ,,	14 ,,
Plumbago, in bags	16 ,,	20 ,,
Poppy Seed in single bags (1½ cwt.) ...	13 ,,	16 ,,
Do. do. (1¼ cwt.) ...	14 ,,	17 ,,
Do. double bags (1¼ cwt.) ...	14 ,,	17 ,,
Do. in bags (1½ cwt.)	14 ,,	17 ,,
Rails, iron or steel	20 ,,	.....
Rattans, in bundles	13 ,,	16 cwt.
Do. Ground	13 ,,	16 ,,
Red Wood	13 ,,	16 ,,
Rhubarb, in cases	40 feet.	50 feet.
Rice, in bags	18 cwt.	20 cwt.
Safflower, in cases	40 feet.	50 feet.
Do. in screwed bales	40 ,,	50 ,,
Do. in bags	8 cwt.	10 cwt.
Sago, in cases	40 feet.	50 feet.
Sal Ammoniac, in cases	40 ,,	50 ,,
Do. in bags	15 cwt.	18 cwt.
Salt	28 Indian maunds of 82 2/7 lbs.	28 Indian maunds of 82 2/7 lbs.
Salt Fish..	14 cwt.	14 cwt.
Saltpetre...	20 ,,	20 ,,
Sandal and Sapan Wood	11 ,,	16 ,,

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Sealing Wax, in cases	40 feet.	50 feet.
Senna, in bags	5 cwt.	6 cwt.
Do. in bales...	40 feet.	50 feet.
Shells, Rough, in bags	16 cwt.	20 cwt.
Silk, in bales	8 „	10 „
Silk, in cases	40 feet.	50 feet.
Soap, in cases	40 „	50 „
Sugar, in bags	19 cwt.	20 cwt.
Talc	16 „	20 „
Tallow	40 feet.	50 feet.
Tamarind	15 cwt.	18 cwt.
Tanned Skins, in bundles	8 „	10 „
Do. in pressed bales	40 feet.	.....
Tea, in chests	40 „	50 feet.
Timber, Teak, Square Planks and Poon.	40 „	50 „
Timber, Teak, Round, (one fifth off) ...	.....	.....
Tobacco, in bales	40 feet.	50 feet.
Tortoise Shells, in chests	40 „	50 „
Turmeric, in bags	11 cwt.	13 cwt.
Tutenague	16 „	20 „
Unrated Wood...	11 „	14 „
Whanghees (*vide* canes)	13 „	16 „
Wheat	18 „	20 „
Wines and Spirits, in casks	40 feet.	50 feet.
Do. in cases	40 „	50 „
Wool, in screwed bales	40 „	50 „
Zedory	16 cwt.	20 cwt.

CUSTOM OF THE PORT.

Customary discharge of Cargo from Steamers.

Resolution passed at the Annual General Meeting of the Chamber on 8th May 1898.

That the following alteration in the ruling of the Chamber as to what constitutes a customary day's work for steamers discharging at this port, be made, *viz.* :—

	Fair Season.	Monsoon Season.
For steamers discharging in the stream,		
4 hatches, per working day...	225 Tons.	200 Tons.
5 Do. do.	275 ,,	250 ,,
	Any time of the year.	
For steamers discharging at the Wharves,		
4 hatches, per working day... ...	350 Tons.	
5 Do. do.	400 ,,	

FREIGHT INWARDS.

Payable in Karachi.

The conversion into Indian Currency of Sterling freight inward to Karachi, payable in Karachi, shall unless otherwise stipulated be made at the rate for Bank Bills on London payable on demand ; and the rate ruling at the close of a mail shall be the rate applicable to such purpose during the subsequent week.

FREIGHT OUTWARDS.

Payable in Karachi.

Resolution passed at a General Meeting of the Chamber on 20th June 1895.

That difference of freight outward from Karachi stated in sterling payable in Karachi (in absence of any stipulation on the Shipping Order or Charter Party to the contrary) shall be converted into Indian currency at the rate for Bank Bills on London payable on demand ; and that the rate applicable to such purpose shall be the rate ruling on the day on which the Bill of Lading is dated, 4½ per cent. as customary in the case of sailing ships, and 2¼ for Steamers, being allowed as discount to cover cost of insurance and interest, until the due date of the Freight.

SHUT-OUT CARGO.

The Harbour Board ruling in relation to shut-out goods is as follows :—

That shut-out goods be in future charged half import and half export fees under the provisions of Rules 3 and 4 published under the Wharfage Fees Act III. of 1879.

ANNUAL REPORT.

THE Committee have the honour to submit, for the information of members, the usual annual report upon the matters dealt with during their period of office, as also an audited statement of the affairs and funds of the Chamber for the year ending 31st December 1899.

PLAGUE.

Although during the earlier portion of this year the city was visited with this scourge in as severe an epidemic form as in the two previous years, the Committee of the Chamber were not further called upon to offer an opinion on any operations to control the disease. The rules and regulations regarding the plague remained unchanged, and while doubtless these are in many instances vexatious and irritating, it has not been found in the past twelve months that they interfere with the course of trade to any very appreciable extent. The Committee have to record their appreciation of the excellent work done by the Port Health Department in connection with the plague, and the requirements of the Venice Convention, which work has enabled Bombay commerce to have free and uninterrupted communication with all European Ports during 1899.

DROUGHT.

The failure of the monsoon rains of 1899 and the resultant famine have naturally affected trade considerably, and produced in the closing months of the year a severe depression in all branches of commerce.

In many districts throughout the country the deficiency in rainfall was virtually absolute, and the famine ensuing on that deficiency defined itself at a date much earlier than in 1896 and over an exceptionally wide area. Before the season proper to the rains was past, large numbers of people were already on relief work and allowances ; and by the end of the year the numbers of destitute persons dependent on the measures of Government exceeded all precedent. The winter rains,

moreover, were tardy and insufficient, and there is every reason to fear, not only that the suffering and loss of life during the months that must pass before fresh crops can be looked for will very greatly exceed those known in 1896-97, but that from the exceptional nature of the drought which prevented even the growth of grass, the mortality among cattle will very greatly sap the recuperative power of the classes most directly affected.

In the course of the year a considerable number of important questions have been dealt with by the Committee, the most interesting being perhaps those of the Reduction of Cable Rates and the proposed Amalgamation of the Presidency Banks under new conditions constituting a great central bank for all India and Burma.

TELEGRAPH CHARGES BETWEEN INDIA AND EUROPE.

The Committee again approached Government during the year on this important subject. In a representation dated 9th March 1899, the Committee stated that during the last 23 years no effective reduction of tariff had been made in respect of telegrams from India to Europe; for the trivial gold reduction had been more than counterbalanced by the fall of silver. Yet in this period enormous strides had been made in the science and cheapening of electrical art. The rate per word from India to Shanghâi had been reduced from Rs. 5-11-0 in 1896 to Rs. 1-14-0 at present. That to Japan had in the same period been reduced from Rs. 7-14-0 to Rs. 3-7-0. The charge per word from England to America was one shilling. The only lines of connection upon which the public were excluded from the full benefit of those improvements or of the resultant economy were apparently those lines on which, as they bound the Empire together, lowness of rates was of especial importance. In view of the preponderant importance of commercial interests both to the State and to the community, and in view of the obvious inference that charges which could be shown

to press so severely upon trade and industry must retard progress, the foregoing considerations, the Committee submitted, would by themselves justify a prompt and courageous assumption and development by Government of the cable routes for behoof of the nation, and a rigorous exercise of the Postmaster-General's prerogative in respect of landing rights to compel a reduction of Indo-European rates to something like sixpence per word. That sum represented the aggregate of the charges over the various sections of the Indo-Russo-German route, plus an estimate for the intervening uncabled territory. The Governments controlling the foreign sections of that route manifested a distinctive comprehension of the importance of cheap internal communication. Their rates were accordingly low ; and it would probably be necessary to allow some enhancement as profit to those Governments upon alien messages in transit. But the Governments in question would be quick to see in the access of all the Indian telegraph traffic a means towards saving in their own service, and to recognise a source of profit in the continuous increase of volume which would, as the Chamber had so often contended, be induced by lowness of rates. The actual charge to the Indian customer would therefore probably be very little above the said ideal sum of sixpence per word ; and it had been shown by experts that at a shilling a word the service would be not only solvent but profitable. The trivial reductions hitherto made in the charges had been largely illusory and wholly incapable of inducing any considerable expansion of traffic ; but the four-per-cent. falling off in the "Private and Commercial" traffic recorded in the Report of the Indo-European Department left no doubt as to what must be the ultimate effect of the present policy. A four-shilling rate, the Committee submitted, not only shuts out all mere private customers, but drives commerce to the exercise of ingenuity in the elaboration of word-saving codes. The Committee in conclusion stated that if the Government of India were not prepared to engage in the construction of a cable or of cables the control and protection of which by England would be assured in time of war, it remained of the utmost importance, that, for the purposes of commercial

expansion in time of peace, steps be taken, without loss of time, to complete either that route through Afghanistan which might become more practicable by virtue of the confidence subsisting between His Excellency the Viceroy and His Highness the Amir, or the alternative route through Persia.

The Bombay Government in addressing the Chamber on 20th April, in reply to the above representation, called attention to the Government of India's letter No. 38 T, dated 25th January 1897, in which reasons were given for the want of success which attended the efforts of the Indian delegates to obtain a reduction in the rates of messages, and enquired whether the Chamber could advance any arguments likely to be accepted as outweighing those reasons, or which, notwithstanding those reasons, would justify the Government of India in a renewed endeavour to cheapen telegraphic communication.

In further addressing Government in the matter, under date 28th April, the Committee stated that the letter of the Chamber, dated 9th March last, was written in full knowledge of the circumstances set forth in the Government of India's communication of the 25th January 1897. Those circumstances amounted to a refusal on the part of the Common Purse to accede to the proposals for a reduction of rates. An attempt was made to justify this refusal by a declaration that "they would not admit that the demand by the public for a reduction had been demonstrated to be a real one;" but the Committee could not recognize as final a decision arising from a misapprehension of facts so complete as was here betrayed. On the contrary, they submitted that the reality and indeed urgency of the demand was not now open to question. The fact that the present telegraph charges constituted a tax of from $\frac{1}{4}$ to $\frac{1}{2}$ per cent. on the total value of the import and export trade with Europe completely overset the suggestion of the companies that the rates were not high in relation to that trade. And the profits continuously made by the companies in question and by the Government Department related to those companies were conclusive as evidence

that the said charge was more than equivalent to the services rendered. The fact that any sensible reduction of rates would and must produce a proportionate increase in traffic and in the resultant trade operations appeared to the Committee so obvious as to require no demonstration ; and they submitted that the State would, through such reduction, gain in general revenue and in fiscal vitality very much more than it could lose through temporary restriction of its telegraph proceeds. It was further submitted that the refusal of the companies to assent to a reduction of rates was by well-informed persons ascribed to the fact that their existing system was incapable of dealing with and profiting by a traffic augmented in anything like the ratio of increase produced on the Australian lines. And it was believed that their failure to supplement that system was due to a consciousness that the time had gone past when private enterprise might expect to be allowed indefinitely to press upon and paralyse the very nerves of national enterprise and prosperity. The Committee therefore conceived that while advancing no argument likely to be recognised by the companies as outweighing the contentions of the Common Purse, they had pointed to several considerations that not only would justify the Government of India in a renewed effort to shake the obstructive attitude of those companies, but which constituted a distinct call for some such effort. And they accordingly submitted that the end desired would be most advantageously and expeditiously attained by the construction by Government of an independent national cable system which would afford in time of war that security of communications in which all Chambers of Commerce must conceive themselves to be very seriously concerned.

Similar representations were made to the authorities by the other Chambers of Commerce in India supported by the Home Chambers, and on 17th May the Bombay Government informed the Committee that the matter had been submitted to the Government of India with the intimation that His Excellency the Governor in Council was in favour of the adoption of any measures which might be found feasible to effect a reduction in the present

high rate of telegraph charges between India and Great Britain.

On 19th June the Chamber received from the Bombay Government a copy of a communication from the Government of India to the effect that the Chamber's representations had been carefully considered, and that the Government of India fully appreciated the importance of the question, and had addressed the Secretary of State with a view to securing a reduction of not less than 50 per cent. in the present tariff at as early a date as might be practicable.—(*Appendix* **B.**)

PROPOSED AMALGAMATION OF THE PRESIDENCY BANKS.

At the meeting of the Legislative Council of the Governor-General held on 1st September 1899, reference was made to a project of establishing a State Bank for all India, which reference was accompanied by a general invitation of public comment on the subject. The Committee of the Chamber, holding it due to the invitation so graciously given that the matter should engage their immediate attention, considered it so far as the data then permitted, and addressed Government under date 13th October. It had been stated that the proposed State Bank would be created with a capital of fourteen millions sterling, one of the objects being to maintain exchange at 1s. 4d. This, the Committee contended, would be equivalent to borrowing in gold, which course had been distinctly deprecated in the report of the Currency Commission. Before such an enormous capital would be likely to be subscribed by the public, and before such an institution could show reasonable prospect of profitable working, great concessions, the Committee submitted, would require to be promised by the Government, such as the control of the note issue which was a valuable source of revenue to the country. It was a question whether, if such advantages were to be given by Government, they should not take the form of improving and increasing the status of the present Presidency Banks. Such an institution as a State Bank was, the Committee considered, open to the objection that it was not in a

full sense governed by the natural action of competition and the laws which controlled the natural flow of capital. It also led to a temptation to control the money market, not in the interests of trade and industry only, but with the view to maintaining exchange at an artificial and injurious level. The Committee of the Chamber, so far ago as 1867, pointed out that considering the geographical and commercial position of Bombay, its requirements would not be properly served by a Bank having its Head Office in Calcutta, and this opinion, it was stated, was still held by the Chamber. It was, however, added that when Government was in a position to put forward more fully particulars of the scheme before them, the Committee would take steps to obtain expert opinion and give the matter more detailed consideration.

Subsequently the Government of India mooted the question of amending the Presidency Banks Act, 1876, with a view to relaxing the restrictions on the business of the Banks which are imposed by sections 36 and 37 of the Act. The circumstances under which this question had been raised, and the attitude which the Government of India were inclined to adopt, were explained in the speeches made by His Excellency the Viceroy and the Honourable Mr. Dawkins at a meeting of the Legislative Council referred to above. For the reasons there given, the examination of the question was postponed for a time, but it was probable that it would be taken in hand at an early date. In view of this possibility the Government of India under date 10th November 1899 asked for the opinion of the Chamber on the proposal to relax the restrictions imposed by the Act, and for suggestions as to the precise directions in which any relaxation should be made, the matter to be considered with special reference to the existing capital of the Banks.

Under date 20th December 1899 the Committee, in consultation with the leading Bankers and members of the Chamber, replied at length to the communication from Government. The speeches referred to in the correspondence had received the best consideration of the Committee, and the Secretary informed Government that the members approved of the proposal to relax the restrictions

imposed upon the Presidency Banks by the Act under reference, and would further recommend that these Banks be permitted to borrow out of India. There was, in the opinion of the Committee, no reason to suppose that such relaxation and permission if conceded to the Presidency Banks as at present constituted would lead to rash borrowing or investment or to the tying up of capital for any excessive length of time. Nor had the Committee any doubt that the Banks in question were fully capable of providing more working capital when required. Attention had been particularly drawn to the amount of Government deposits with the Presidency Banks, and the proportion borne by such deposits to the Banks' resources had been by implication very greatly exaggerated. The comparison instituted by the Honourable Mr. Dawkins between Government Account and the Banks' Cash Balances was calculated to mislead the public; for the Banks' Cash Balances—which it was, of course, the endeavour of the management to keep as low as possible—did not in any way represent the Banks' available resources. In point of fact the ratio of Government Account to the Banks' available resources was understood not to exceed 15 per cent., and the sum was generally least when trade demands were greatest. In the opinion of the Committee, too much had perhaps been made of the recent periods of tightness as being due to a want of sufficient capital in the country, notably in the hands of the Presidency Banks. Stringencies in the money market had been not infrequently due to want of confidence in exchange, precariousness of credit and consequent withdrawal of native capital from circulation in the bazaar, and, as the Chamber had already had the honour of representing, to the practice of locking up enormous treasury balances at the moment when money was most in demand. It was understood, however, that Government at present entertained the project of giving such relaxation or expansion not so much to the Presidency Banks as to a Central Bank for all India to be formed by amalgamation of the Presidency Banks. The Committee had had the advantage of hearing Mr. O'Conor, Director-General of Statistics, on the subject, but it appeared to them that the proposals as to the precise constitu-

tion and functions of the said Central Bank were too indefinite for thorough consideration. Such points as—(*a*) the amount of capital, (*b*) the conditions of note circulation, (*c*) the cost of managing it, (*d*) the possibility of dispensing with the system of note circles, and (*e*) the practical convertibility of the rupee, with its attendant problem of the control of the gold reserve, were all questions of great importance ; and the Committee felt themselves in want of the necessary detail to appreciate their effect. The most important of these points, it was submitted, was that of the amount of capital to be controlled by the Bank. The Committee understood that it was not to have more Government support than the present Presidency Banks, and, therefore, similar conditions of management must be followed and the capital must be kept down to what can be profitably employed. At the same time the Bank was to have large currency duties to perform, *i.e.*, (*a*) to establish the 1s. 4d. exchange, or in other words the gold standard, (*b*) to maintain a steady and a lower rate of discount throughout the country, and (*c*) to undertake convertibility. To maintain any effective control on these three unknown quantities under probable and improbable circumstances would call for the holding of large and idle reserves ; it, therefore, appeared that there were two opposite factors to be considered with this question of capital, and without knowing the views of Government this essential point could not be dealt with. The mere addition of three or four million pounds to the available Banking funds could have but little effect on the development of a vast country like the Indian Empire, and any really large increase of capital under one control would be difficult of profitable employment, competing, as it would have to do, with the internal native banking concerns and the powerful Banks of the Capital Towns. The Committee were not satisfied that mere amalgamation of the Banks would be likely to confer benefit in any general sense ; on the contrary, they looked upon India and Burma as too vast an area to be effectively served by one Central Bank. Whatever rules might be laid down for the autonomy of the various Presidency Offices and for the universal character of the general management, one or other of the

Presidency Towns would, the Committee submitted, inevitably and immediately become the real seat of such general management and reap the advantages of such domicile to the detriment of the other two. The Committee, therefore, considered that the interests of commerce would be better served by development of the separate fields than by their consolidation ; for in the opinion of the members the fusion of the Presidency Banks —so far from increasing credits as is assumed—would have the opposite effect and restrict them. A good deal had been said about the advantages the new Bank would secure in the way of an even flow of capital throughout the country ; but the Committee did not at present see how the conditions necessitating the so-called water-tight treasury compartments were to be altered so as to afford the public greater convenience without a corresponding strain on the Bank. And they remained of opinion that no method had yet been indicated that would be likely in practice to cause a quicker and more effective distribution of money than that which was at present governed by the imperative calls of trade. It had been stated that with India's currency difficulties settled a considerable expansion of financial and industrial enterprise would follow. Whilst not gainsaying that the inflow of British capital consequent upon a stable rupee might be considerable, the Committee pointed out that in Bombay the rapid and enormous growth of the mill industry pointed to the fact that where prospect offered the means were readily found for carrying out industrial schemes.

Coming to the note issue, it was not clear to the Committee that any substantial and immediate benefit would accrue to the Bank from the proposed concession that it should only derive benefit on the increased issue of notes it could succeed in placing in circulation. Such an increase could only be looked for to take place gradually; and although the general interchangeability of the notes as compared with the present limited note circles should make the paper more popular, still it was a fact of to-day that in the interior coin and not notes was the medium of exchange. On the question of convertibility the Committee

were of opinion that, although the undertaking was by no means absolute, it might, if liberally acted upon, serve to encourage the free inflow of sterling capital; they, however, doubted whether France, with its enormous gold reserve and without external debt, should be compared with a country so differently situated in these two respects as the India of the present day. On the whole the Committee considered that the interests of the trading community would be best served by improving the means at hand and allowing further time to help towards the solution of a problem (the currency legislation) which had no exact counterpart in other parts of the world. —(*Appendix* **C.**)

RAILWAY EXTENSION.

ANNUAL CONFERENCE.

Under date 9th March 1899, the Secretary to Government, Public Works Department, Railway Branch, informed the Chamber that the next yearly Railway Conference would assemble at Simla in the summer of 1899, and that all proposals for the consideration of the Conference should be submitted so as to reach the Government of India not later than the 15th May 1899.

Availing themselves of this opportunity, the Committee, in a letter dated 29th April 1899, approached Government in continuation of the Chamber's previous representations on the subject of the

NAGDA-BARA-MUTTRA LINE.

In connection with the letter addressed by the Chamber to Government on this subject, under date 5th December 1898—reference to which is made in the annual report for that year—the Committee were favoured on 13th March 1899 with a copy of a communication from the Government of India to the local authorities, in which it was stated that the Government of India fully appreciated the importance of the railway under reference, and that they had therefore included the Agra-Delhi-Chord

Section of the project in the programme of railway construction for the three years ending 1902. In communicating the above information to the Chamber, the local Government added that the construction of the Agra-Delhi-Chord line would secure unbroken broad-gauge railway connection between the North-West Provinces and Bombay over the Indian Midland and G.I.P. Railways—running powers with equal facilities being given to all the Broad Gauge Railways over the Chord, and that as the East Indian Railway with its interest towards Calcutta would be eliminated from the route, full play would be given to the railways interested in Bombay over a through route between that port and Delhi not much longer than the route *via* the proposed Nagda-Bara-Muttra line. In the Chamber's letter of 29th April—referred to above—the Committee informed Government that they were unable to imagine on what grounds the Government of India conceived the Agra-Delhi-Chord line to be a fit substitute for the Nagda-Bara-Muttra line. The reduction of distance to be effected by the construction of the said Chord line was trivial; and while it would doubtless contribute to the convenience of traders in a limited region, already served by the adjacent railway at Aligarh, it would, the Committee considered, do nothing whatever to open up a great and fertile tract such as that to be penetrated by the Nagda-Bara-Muttra Extension, and that the substitution of the one scheme for the other appeared to the Committee to realise the misgivings recited in paragraph 5 of their letter of the 5th December 1898. It was further submitted that the proposal of Government did not commend itself to the Chamber as in any sensible measure meeting those requirements of trade which they had for so many years patiently reiterated for the consideration of Government, or as affording any earnest of the recognition of the indisputable principles and undeniable considerations they had repeatedly adduced in favour of that line which, in the unanimous opinion of all commercial men, would most assuredly yield great results to the trade and revenue. The Chamber had in the past abstained from discussion of details, and contented itself with pressing upon Government

the relevance of those principles which it conceived to be indisputable and which pointed to the desirability of the Nagda-Bara-Muttra project. And it was stated that the fact that the Chamber did not for the present urge afresh upon Government the claims of the Sirsa-Kuchaman Road line was due to their determination that nothing should complicate or detract from the force of those representations which they confidently craved His Excellency the Governor in Council might be pleased to make to His Excellency the Viceroy in the matter of the Nagda-Bara-Muttra Extension. Opportunity was also taken to express the satisfaction felt by the members of the Chamber on learning that the principle of the encouragement of private enterprise in railway construction had received further sanction through the concession made to a firm of this city in respect of the Ahmedabad-Dholka line. So long ago as 1891 the Chamber, in a letter dated 1st December, urged upon Government the principle in question and the execution of this particular project: and the Committee expressed the hope that the project would be given its fullest effect and fruition by the sanction of its extension to Dhollera and Ranpur by way of Dhundooka.

To this further representation the Bombay Government, on 30th June 1899, forwarded a communication from the Government of India, in which it was explained that the Agra-Delhi-Chord line had not, as the Chamber appeared to consider, been sanctioned as a substitute for the Nagda-Bara project, but that the Agra-Delhi line was the northern link of a through standard gauge connection between Bombay and Delhi *via* Nagda, and that owing to financial exigencies no provision could be made for the lower section from Muttra to Nagda in the programme of railway construction during the three years ending 1901-2. With reference to the proposed extension of the Ahmedabad-Dholka Railway to Dhollera, the Chamber was informed that the proposal was under the consideration of the local Government.

Addressing Government again on 6th July, the Committee stated that paragraph 2 of the Government of India's letter of 15th February seemed clearly to indicate that the Agra-Delhi-

Chord line was proposed as a substitute for the Nagda-Bara-Muttra scheme ; but that as no such substitution was contemplated, the Committee suggested that the importance of the scheme in question might not be lost sight of by Government.

To this further letter the Bombay Government replied on 12th July pointing that paras. 2 and 3 of the Government of India's letters, referred to above, practically gave the assurance and information the Chamber required. It was stated that the Government of India fully appreciated the importance of the Nagda-Bara-Muttra project to Bombay, and that the Agra-Delhi line was the northern link of a through standard gauge connection between Bombay and Delhi *via* Nagda, but that owing to financial exigencies no provision could be made for the lower section of this through connection—namely, from Muttra to Nagda—in the current triennial programme of railway construction ; adding that the Government of India had practically taken up the Nagda-Bara-Muttra-Delhi line as one project, and that work on the Agra-Delhi section would be probably taken in hand in the year 1900-1901.

FEEDER LINES.

The Agent of the B. B. & C. I. & R.-M. Railways informed the Chamber on 28th July that he had been requested by the Government of India to furnish a list of any branch lines under his control, which it might be considered desirable to construct as feeders to the B. B. & C. I. Railway through the agency of private companies, as in the case of the Ahmedabad-Parantij and Tapti Valley Railways ; and enquired whether there were any districts bordering on the B. B. & C. I. line through which the Committee considered a branch line as a feeder might with advantage be constructed.

The papers were circulated among members of the Chamber, but as no suggestions were received, the Committee informed the Agent that they were not in a position to put forward any definite proposals with respect to the construction of feeder lines in connection with the B. B. & C. I. Railway.

RAILWAY COMMISSION.

In September 1899 the Government of India, on the recommendation of the Committee, which assembled by order of H. E. the Viceroy on 15th August 1899, to consider the question of railway extension in India, authorised the formation of a small Travelling Commission to enquire into local interests affecting railway schemes, the representatives on the Commission to be the Honourable Member for Public Works, the Secretary to the Government of India, Public Works Department, Railway Branch, and a third unofficial member of the commercial community, approved by the local Government of the Province in which the enquiry was to be held.

In communicating with the Chamber on the subject, the Bombay Government requested to be furnished with the names of any members of the Chamber who desired to give evidence before the Commission on its arrival in Bombay early in November, the points on which evidence would be required being (first), the necessity for the Bombay Port Trust Railway, and (secondly) whether it should be made and worked by the Port Trust or the G. I. P. Railway.

The Committee informed Government that the following gentlemen had been nominated to appear before the Commission on behalf of the Chamber ; namely, the Hon'ble Mr. A. Abercrombie, Messrs. A. Zygouras, J. M. Dick, J. Tintner, F. W. Bickel and H. E. E. Procter.—(*Appendix* **D.**)

POSTAL FACILITIES.

POSTING REGISTERED LETTERS.

As the Postal authorities have shown anxiety to perfect their service in Bombay, and to adapt it in all respects to any reasonable demands of the public, and particularly the mercantile community, the Committee on 28th April 1899 addressed the Postmaster General suggesting that registered letters for Europe should be received up to noon instead of 11 a.m. on the days of departure of European mails. The Committee pointed out that under existing arrange-

ments there was no time to procure and register Bank Drafts before the earlier hour, and that the extension of time suggested by the Chamber would be greatly appreciated and largely taken advantage of by the mercantile public. It was further recommended that, if possible, arrangements should be made for the registration of inland letters at the Post Office on ordinary days up to 6 instead of 5 p.m. The present arrangement, it was pointed out, practically precluded the despatch of many important documents on the date of their preparation, and in India this often involved a delay of twenty-four hours in delivery.

Under date 19th July the Postmaster General intimated that orders had been issued to extend the hour of posting registered letters for the English mail from 11 a.m. to 11-30 a.m., and to allow the posting of such letters with a late fee of 4 annas between 11-30 a.m. and noon. As regards inland letters, the Postmaster General stated that registered letters for the Madras and Calcutta mails could be posted at the Victoria Terminus post-office between 5 p.m. and 8 p.m. with a late fee of half-an-anna, and that registered letters for the Ahmedabad mail, prepaid with a late fee, were accepted at the Grant Road Station post-office between 5 p.m. and 8-45 p.m., but that as the Grant Road Station was at some distance from the Fort, the Postmaster General hoped after some time to be in a position to make arrangements for extending the hour of posting registered letters at the General Post Office.

In expressing the thanks of the Chamber to the Postmaster General, the Committee, under date 27th July, urged that in regard to the hour for posting registered letters for the inland mails some extension of time—say up to 6 o'clock—should be made as soon as possible, as, considering the hour at which the mail train left Bombay, and the fact that registered letters could be posted at Grant Road up to 8-45 p.m., it appeared to the Committee unreasonable that such letters should not be received at the General Post Office after 5 p.m., and added that the rule to that effect caused inconvenience to trade.

At a later date the Postmaster General intimated that the extension up to 6 p.m. of the hour of registering letters for all mails would take effect from 1st April 1900, adding that it was impossible to obtain sanction until that date for the additional establishment required for the purpose.

POSTAL INSURANCE.

Doubt having been created in the commercial community by a recent case regarding the liability of Government to make good, in event of loss, the sum for which a registered and insured postal packet had been insured, the Committee addressed the Postmaster General on the subject under date 11th August 1899. The reply received by the Chamber was to the effect that the parcel to which the said case related was insured in 1896, before the present Post Office Act came into force. The Post Office Act in force in 1896 was Act XIV of 1866, and contained no provision for insurance. Subsequently to its enactment, insurance of postal articles was undertaken by the Post Office, and it was believed that in accordance with section 65 of the Post Office Act, 1866, Government, while voluntarily assuming liability in certain cases, could not by law be held liable, and that the position of the Indian Post Office was similar to that of the Postmaster General in the United Kingdom which is defined as follows (see para. 1, page 13, Postal Guide of the United Kingdom): "The Postmaster General will (not in consequence of any legal liability, but voluntarily and as an act of grace) subject to the rules hereinafter mentioned, give compensation to a maximum limit of £5 for the loss or damage of any inland registered packet upon which this fee has been paid, in addition to the postage. Subject to the same rules he will grant compensation beyond £5 and up to a limit of £120 upon pre-payment of a fee in addition to the postage and the ordinary registration fee. These fees (which in each case include the ordinary registration fee of 2*d.* and the respective limits of compensation are as follows: . . . . .)" The Post Office Act in force since 1st July 1898 is Act VI of 1898, and sections 30, 31, 32, and 33 of this Act deal with the insurance of postal

articles. The conditions of insurance, given on pages 20, 21 and 22 of the Indian Postal Guide for July 1899, have been laid down by rules made under Act VI of 1898, which, under section 74 (3) of the Act, have the force of law. They are binding on the Post Office and on the senders of insured articles, and compensation is granted in accordance with these conditions.

DELIVERIES IN THE FORT.

Under date 5th May 1899 the Postmaster General informed the Chamber that it had been found necessary to reduce the daily number of deliveries of letters within the Fort from 16 to 14 and expressed the hope that this change—which took effect from 1st May—would not materially interfere with the efficiency of the new system or cause any appreciable inconvenience to the public.

The Committee stated, in reply, that, in their opinion, no inconvenience would be suffered by the public by the proposed reduction, and added that ten prompt deliveries during the day would in their opinion meet all the practical requirements of the community under present conditions.—(*Appendix* **E.**)

LIMIT OF WEIGHT FOR PATTERN PACKETS.

The question of increasing the limit of weight for pattern packets sent by the inland post was referred to the Chamber for opinion by the Director-General of the Post Office of India, under date 25th February 1899. The present limit, which is 40 tolas or about 1 lb., had been in force since 1880, but it was represented to the Government of India that this limit was too low, especially in the case of piece-goods patterns, and that it constituted a restriction on the use of the pattern packet post in this country for the purposes of trade.

The Committee in their reply informed Government that while the proposed change would no doubt be to the convenience of individuals, they were not aware that the weight of 40 tolas had generally been found inadequate.—(*Appendix* **F.**)

MANAGEMENT OF THE DOCKS IN BOMBAY.

Complaints were made to the Chamber in June last to the effect that great difficulty was being encountered by houses engaged in export trade in making shipment of their goods, and that on account of the doubt so created as to the possibility of duly carrying out further engagements it had been necessary to refuse business actually offered. The reason assigned was said to be that labour was not easily procurable.

In addressing the Port Trustees on the subject the Committee suggested that one of the causes was, in their opinion, the congestion produced by insufficient accommodation for import cargo, and they expressed the hope that every effort would be made to avoid continuance of the disabilities under which shippers seemed to find themselves.

The Trustees in their reply, dated 26th June, stated that they were very desirous of affording every facility at the Docks for the export trade, but that without any specific instances being mentioned of shipments being delayed or otherwise transferred it was impossible for enquiries to be made with a view to the adoption of any remediable measures which might appear to be necessary. As regards the scarcity of labour, to which the Chamber had alluded, the Trustees stated that for some time past the supply had been quite equal to all the requirements of the Dock traffic. As to the shed space it was pointed out that in the early part of the S.-W. Monsoon, when the export trade was usually brisk, and goods had to be kept under cover, there were certainly occasions when such accommodation was insufficient, and some inconvenience might in consequence be felt at such times, inasmuch as the Dock authorities were unable to give the same freedom in regard to the storage of cargo waiting shipment as in the fair season when goods had to be stored on the open ground. At the same time the Trustees pointed out that sufficient space had always been made available at each berth to enable cargo to be received as rapidly as it could be put on board so as to avoid any interruption in the loading of vessels.

Under date 19th July the Committee again addressed the Trustees, citing at length specific cases in which inconvenience had been encountered in the shipment of goods at the Docks. It was submitted that the information before the Chamber appeared to establish that the difficulties complained of arose primarily from inadequacy of shed space together with a lack of compactness and order in the storage of cargo in sheds, and secondly from insufficiency of labour to unload carts on arrival. The Committee further submitted that there appeared good reason to believe that the system followed had been defective both as regards the supply of labour and in connection with the stacking of cargo. As payment was made upon every package handled and as an increase in the number of such packages implied a corresponding increase in the receipts of the Trust, it appeared to the Committee that the right of shippers to an adequate supply of labour to keep the Docks and wharves clear was evident, and that there would seem to be little doubt that the congestion complained of was contributed to by a certain lack of order in the stacking of goods already in position.

Replying under date 28th November the Trustees dealt in detail with the complaints put before them by the Chamber, and submitted documents describing in full the conditions under which the work of the Docks' staff was performed on the occasions referred to in the Chamber's representation. The Trustees stated that the requirements of the whole trade and not those of a section of it or of one or two vessels had to be taken into consideration, and that regard being had to the numerous demands for accommodation which had to be satisfied at a time of exceptional pressure, the Dock staff would appear not only to be without blame, but to have made the best arrangements possible under very difficult conditions. The Trustees stated that they were sensible of the necessity of increasing the shed space in the Docks generally in order to meet the growing demands of the trade in this respect, and that an upper floor was being added to the large shed at berths Nos. 7 and 8, which would more

than double the accommodation there; and another large warehouse adjoining the docks, to which undelivered cargo would be removed in order further to relieve the pressure on the transit sheds, was also under construction; further that the provision of other sheds was likewise under consideration, such as sheds specially adapted for the purposes of the rice trade, the separation of which from other traffic would effect a great improvement. As regards import cargo, the Chamber was informed that the Trustees maintained an effective staff of sorters and stackers for the express purpose of arranging import cargo in an orderly manner as the packages were landed, and that the cargo was stored in a way that both economised the space and placed the various consignments in position, easy of access for delivery. As regards the allowance of the free time, the Trustees stated that seven days were allowed for all dutiable goods—which now practically meant the whole traffic of the Docks—and that looking to the custom at other ports, and also to the fact that an allowance of seven days was in excess of the time necessary to clear consignments through the Custom House, it seemed probable that the free days might be reduced to five without inconvenience to the trade.

In further addressing the Trustees under date 11th December with reference to their communication of 28th November, in which it was admitted that defects did exist in the facilities available at certain berths, the Committee stated that the representations made by the Chamber appeared to be justified, but that it was not considered desirable to further discuss matters of so old a date. They, however, confined themselves to an urgent recommendation that the construction of additional godown accommodation be pushed forward as rapidly as possible, and that with reference to the practice of the Customs authorities, to which allusionwas made by the Trustees in their letter, as a contributory cause of the confusion and congestion at the Docks, it was requested that the Trustees should consider the propriety of supporting the representation made to the Collector by the Chamber on this head, reference to which appears in another part of this report.

At a later date—owing to representations made to the Chamber by one of its members, in regard to inconvenience caused to importers in connection with goods wanted for examination purposes by the Customs authorities at the Docks—the Committee in addressing the Port Trustees on 7th September 1899, desired to be informed whether it was true as reported, that the Port Trust repudiated liability in connection with packages removed from the landing sheds for Customs examination, and whether if packages were not removed from the landing sheds but examined there, it would obviate the objection the Trust was said to hold.

To this representation the Trustees, under date 23rd November, stated that in regard to packages which the consignee had taken over from the Dock officers and had removed to the place set apart for the Customs examination of the contents, some of the packages (after examination) were not immediately removed from the Dock premises, but were reclosed and either left in the place of examination or brought back to the transit shed where it was landed. Hitherto, while the Dock officers had taken the same care of such packages as of the other cargo in the shed no record had been kept of the returned package, and some consignees consequently represented that for their satisfaction and security a receipt should be granted by the shed manager, and it had consequently been arranged by the Trust that this should be done in all cases when the packages were properly handed over to him.—(*Appendix* G.)

EXAMINATION OF GOODS BY CUSTOM HOUSE APPRAISERS.

It was represented to the Chamber in October last that merchants in Bombay were commonly subjected to useless trouble, delay and expense from the practice the Custom House appraisers had of calling for packages bearing particular numbers, and those only for purposes of examination. These numbers are named by the appraisers apparently at random, and certainly without any regard to the accessibility or otherwise of the packages bearing them.

In addressing the Collector of Customs on the subject, under date 21st October 1899, the Committee stated that importers had no hand in the storing of packages in the sheds, and that there could therefore be no objection to the Customs getting a package that was to hand and which did not require a lot of searching for and turning over of other packages possibly of the same lot; but even if there were objections to taking any package out of a lot, the Committee stated that it would be a great convenience to importers if appraisers were ordered to visit the sheds and point out which packages they wanted for inspection. Extra fees had frequently to be paid owing to the practice referred to, and frail goods were damaged by the needless overturning in search of the numbered packages called for. The Committee, therefore, recommended that such orders should be issued by the Collector as would obviate the difficulties referred to.

The Collector in his reply, dated 25th November 1899, stated that it would, in his opinion, be unwise to alter the present system, adding that if appraisers were allowed to enter the warehouse and select packages, there would be an opening for fraud and favoritism. Moreover, if they were bound to take packages which were to hand, there would, he considered, be opening for fraud by importers. The Collector was of opinion that the object the Chamber wished to attain would not be ensured, for goods were piled indiscriminately, and it often happened that one importer's goods were underneath those of another. Under such circumstances if the importer whose goods were underneath came first to the Custom House to obtain his goods, the removal of packages could not be obviated. The Collector considered that other measures might be taken which would go towards meeting the wishes of the Chamber, and suggested that the Port Trust be addressed not to pile goods one on top of the other unless this was rendered necessary by the want of space, and that measures might be taken that fragile goods should be kept apart on one side of the godown. A small Committee waited upon the Collector in connection with this reply when the question of this difficulty in satisfying the appraisers' requirements was fully discussed, but it was urged that the appraising staff could not be spared to visit the sheds, and a suggestion that perhaps the Dock staff could select the packages to be examined also did not meet with favour. It is to be regretted, and this the Chamber has before

pointed out, that these Customs superior officers are too frequently changed by Government. The position of Collector of Customs is one of such importance to trade when duties are being levied, and so much is undertaken in connection with the Merchandise Marks Act that an officer who can continuously devote his attention to the work is urgently needed.—(*Appendix* H.)

STOVE TEST IN CONNECTION WITH IMPORTED YARNS.

The above question was brought to the notice of the Committee by the Bengal Chamber of Commerce in 1898, and is referred to in the Report for that year.

On 21st April 1899 the Collector of Customs in Bombay consulted the Chamber in the matter and invited its views as to the proposed adoption at the Custom Houses in India of the stove test used in Manchester for testing the weighment of bundles of cotton yarn, and stated that it was not considered necessary to apply the test in every case, but only in cases in which ordinary weighment showed the weight of the yarn to be short, or in which the feel and appearance of the yarn indicated that it was abnormally moist or "over-conditioned."

In addressing the Collector of Customs on 27th April, the Committee stated that, while approving the principle of the test proposed they assumed that such test would only, as in England, be resorted to in cases of dispute and would not be a matter of every day practice. It was added that the test appeared to be so rarely resorted to in Manchester that members of the Chamber familiar with that city had encountered no instance of its employment. In any case, the Committee stated, it was probably applied only to yarns fresh from the mill, and it was doubtful whether it would be equally fair as applied to yarns arriving in Bombay. And it was added that the effect of the application to these yarns would primarily be to place such goods at a disadvantage as against local produce, unless this latter were subject to the same regulations. The Committee accordingly invited information from the Collector as to what steps were contemplated to prevent an invidious action of those regulations.

Addressing the Chamber again on 8th May the Collector explained, that the stove-test would, as assumed by the Committee, be resorted to only in doubtful cases, and that importers would also be entitled to demand the stove-test in any case. It was further stated that the necessity for this test was first pressed on Government by the Calcutta Import Trade Association, who were unanimously in favour of its introduction ; also that it was believed the Bengal Chamber had procured a stove apparatus to be available in the settlement of disputes with reference to yarn which might be referred to it for arbitration. As to whether the proposed test would probably be applied only to yarns fresh from the mill, the Collector stated that he was not in possession of any information on the point raised.

As regards the question of applying such tests to locally manufactured goods, the Committee consulted the Bengal and Madras Chambers on the subject, and at a later date in response to an enquiry from the Collector as to whether the Chamber desired to submit any further remarks on the subject, the Committee stated, under date 27th July, that on further consideration they had decided that the present legislation did not enable them to make any suggestion regarding local yarns, and that they had therefore nothing to add to the substance of the Chamber's communication of 27th April referred to above.—(*Appendix* I.)

COUNTERVAILING DUTIES ON BOUNTY-FED SUGAR IMPORTED INTO INDIA.

In the Statement of Objects and Reasons attached to the Bill to further amend the Indian Tariff Act, 1894—which was published in the *Gazette of India* under date 11th March 1899—it was stated that there had been a rapid and large increase in the amount of bounty-fed sugar imported into India, especially from Germany and Austro-Hungary. This, it was added, appeared to seriously affect the important sugar industries of India, as it was reported that many refineries had already ceased to work, and that others were on the verge of being closed.

The Bill under reference—which was introduced in the Legislative Council on 10th March, by the Hon'ble Sir James Westland, and passed into law—had been prepared with the object of enabling the Government of India to impose countervailing duties on bounty-fed articles at the port of importation and thus to preserve the sugar cultivation and industries of India.

Subsequently, under Notification published by the Department of Finance and Commerce, No. 1327 S. R., dated 20th March 1899, it was stated that in exercise of the powers conferred by section 8-A of the Indian Tariff Act, 1894 (VII of 1894, as amended by Acts III of 1896 and X 14 of 1899) the Governor General in Council was pleased to impose, with effect from the date of the Notification, further duties in addition to those chargeable under No. 8 of the fourth schedule to the said Act, upon the importation into British India of sugar of the kinds specified, produced in or exported from the countries mentioned, whether the same was imported directly from the country of production or otherwise, and whether it was imported in the same condition as when exported from the country of production, or had been changed in condition by manufacture or otherwise.

Prior to the publication of the Notification referred to, representations were made to the Committee by leading firms—members of the Chamber, interested in the importation of Beet-sugar into Western India,—to the effect that the Chamber should approach Government with the view to protecting the traders of the Presidency from the loss which they would suffer if countervailing duties were imposed suddenly.

The Committee lost no time in addressing Government on the subject, and in a letter dated 15th March represented that the incidence of the countervailing duties to be collected upon bounty-fed foreign sugar entering India would impose serious hardship upon many importers in respect of goods still to arrive under contracts made in the ordinary course of business and before the legislation on the point was foreshadowed. The greater part

of these goods, the Committee submitted, was sold to arrive, and sold at rates current in a market unsupported by the duty. While the duty for which therefore no provision had been made, would fall upon the persons under engagement to import, the improved position of sugar from Mauritius and similar ports, together with the presence in the Indian markets of unliquidated stocks of foreign bounty-fed sugar introduced before the imposition of the duty, would put the fresh imports out of the market: so that even in respect of goods not sold to arrive, it would be impossible, the Chamber pointed out, for the importer to recover in the sale price of his merchandise the amount paid as duty in respect of it. The Committee accordingly urged that the Government of India should issue orders specially empowering Collectors of Customs to enquire into cases for exemption from the special duty in question and to pass sugar free, when satisfactory evidence was forthcoming that the contracts involved were entered into prior to the introduction of the Bill.

MARKING OF CUT PIECE-GOODS IMPORTED INTO INDIA.

In a letter dated 12th March 1898, addressed to the Secretary of State, the Manchester Chamber of Commerce suggested that cut piece-goods should be marked conspicuously on the outer fold of each piece with the words "cut piece," and they expressed the hope that this method of marking would be considered satisfactory. The matter was referred to the Government of India by the India Office, and the former consulted the Governments of Madras, Bombay and Bengal as to the sufficiency or otherwise of the stamping of the words "cut piece" in addition to the aggregate length, on the outer fold of each piece. All these Governments agreed in the proposal of the Manchester Chamber, but it was suggested that the number of cut pieces should also be specified. As a single piece of 40 yards is, in the market, more valuable than two pieces which make up that length, and, similarly, two pieces making up 40 yards are more valuable than six pieces making up the same length, purchasers

ought to know the number of cut pieces. The Governor General in Council therefore directed that, in the case of cut piece-goods, the words " cut piece " and the aggregate length, together with the number of cut pieces, should be marked on the outer fold of the piece thus: " (3) cut pieces, (40) yards," or " (40) yards in (3) cut pieces." The Local Governments were at the same time authorised not to enforce this method of marking until sufficient time had been given to enable shippers of such goods to comply with the direction.

The matter came to the notice of the Committee through the issue of the Notification of the Government of India in the Department of Finance and Commerce, No. 3664 S. R., dated 10th August 1899, embodying the orders on the subject, and the papers were in due course circulated to members for an expression of their views as to whether there were objections to the regulation in question ; but as no members replied to the reference in a sense hostile to the order under reference, the Committee did not take any further action in the matter.—(*Appendix* **K**.)

FAMINE.

With the object of enabling Government to cope with the threatened fodder famine which was likely to be of unexampled severity in many parts of the Bombay Presidency, the Chamber was addressed by the Secretary to Government, Revenue Department, on 5th September 1899, enquiring whether, according to the information at the command of the Chamber, there was any possibility of obtaining from countries beyond sea fodder in compressed form, either grass, Karbi, Bhusa, or of any other description, in sufficient quantity to serve a large number of cattle during the worst months of the drought. Egypt in particular had been suggested to Government as a possible source of supply, and Government desired to be informed of the rates per ton at which fodder of the abovementioned descriptions could be delivered in Bombay.

The communication was at once circulated amongst the members with a view to their furnishing the information desired, or making preliminary arrangements for supply. In advising Government of the action taken, the Committee stated that the Chamber as a body had no information about the foreign sources of fodder supply, and believed that such information would not be readily communicated to them by individuals possessing it. The Committee accordingly suggested that Government should advertise for tenders stating approximately the quantities that would probably be required at given periods.

PLAGUE AND QUARANTINE RESTRICTIONS.

The question of disinfecting the clothing and kit of native crews proceeding to ports out of India, as a further precaution against plague appearing on board ship, engaged the attention of the Bombay Government in the early part of the year, and led to the Chamber being consulted as to the advisability of such measures being adopted, more particularly in regard to native crews engaged on vessels sailing to European Ports.

The Committee consulted the Agents of Steam-ship Companies in Bombay on the subject, and in accordance with the views placed before the Chamber, Government was informed, under date 23rd January 1899, that the measures suggested by the Health Officer of the Port would be advantageous, perhaps mainly because of the confidence that would be given to the quarantine authorities in foreign ports by the relevant entry in the log-book of a ship subject to such measures. A certain amount of inconvenience, it was pointed out, would attend the disinfection, but there was, so far as the Committee could ascertain, no likelihood that the order would occasion difficulty in the employment of crews.

At a later date—8th March 1899—the Chamber was furnished with a copy of the proposals which the Health Officer had formulated in regard to the above, and the further views of the Committee were solicited by Government. The Health Officer's proposals were in effect (a) that commanders of vessels bound

for ports out of India should be directed to ship their native crew as many days as was possible (say seven days) before the time fixed for leaving Bombay ; (b) that commanders be requested to take every reasonable precaution that their native crews did not enter the town.

The Committee again consulted the leading steamer agents in this matter, and, after very careful consideration, informed the Bombay Government, under date 29th March 1899, that the proposal to keep crews on board their ships for some days before sailing seemed to the Committee impracticable. The system followed on ships using native crews was that on arrival in port the crew was paid off, and the same crew was customarily signed on again just before sailing. No shipmaster had power by law to prevent his men from going on shore, and if such restraint were legal, its enforcement, the Committee considered, would require a strong if not an armed guard. It was presumably not proposed that vessels arriving in Bombay in ballast—and which could easily sail in three days—should be detained seven days and even if all crews were confined to the vessel they would be in contact with the stevedores' men, and so run the risk of contagion. The Committee further submitted that if it be indispensable that lascars should be protected from contagion, Hogg Island or some equally isolated place ought to be utilized as a depôt from which drafts of seamen could be made to vessels and that masters should be instructed to see that their lascars spread their clothing and bedding in the sun daily between Bombay and Aden. The Committee added that enquiries instituted by them tended to show that the existing regulations under the Venice Convention were in themselves all that could be practically desired, and that every effort was made by agents and commanders to secure a faithful observance of those regulations.

In March the attention of the Committee was called to the detention in the Port of Bombay of the Austrian Lloyd's S. N. Company's s.s. " Gisela," on account of the refusal of the master to discharge, on the demand of the Collector of the Port, seven

passengers from Singapore to Aden, which passengers the Collector believed to be travelling with a view to pilgrimage to Mecca, and further regarded as persons resident in Bombay by virtue of the vessel's having been in Dock and having communicated with the shore.

The Committee in addressing the Bombay Government in the matter, under date 16th March 1899, desired to be informed (a) whether there was any authoritative definition of the conditions constituting technical residence in a sea-port town by a person actually resident on ship-board; (b) whether, under the Epidemic Diseases' Act, passengers who lived on board a vessel when in Dock became residents within the meaning of the Act by virtue of their landing on the Dock-side for compliance with the Dock conservancy regulations ; and (c) whether the purposes of the Act would not be served by an order to the effect that no person resident on a vessel in Dock should be considered to be a resident on shore under the Act in question if during the stay of the vessel such person should not leave the Dock premises.

Replying under date 20th April 1899, the Bombay Government stated that (a) there was apparently no authoritative definition of the conditions constituting technical residence in a sea-port town by a person actually resident on shipboard ; (b) that the Docks were part of Bombay and a person living on board a vessel in Dock was for the time being a resident in Bombay within the meaning of Notification No. 4341, dated 10th November 1898, of the Government of India, published under the Epidemic Diseases' Act, 1897, quite irrespective of his landing on the Dock-side for compliance with the Dock conservancy regulations ; (c) that the purposes of the Notification could not be secured by an order to the effect that no person resident on a vessel should be considered to be a resident on shore under the Notification if during the stay of the vessel such person did not leave the Dock premises.

Representations were also made to the Chamber in the early part of the year by the Agents in Bombay of the British India Steam Navigation Company, Limited, regarding the

manner in which their steamship "Bhandara"—which left Karachi on 15th December 1898 on a voyage to Killindini, Mombassa and Zanzibar—was, on arrival at her first port of destination, refused the benefit of provisions contained in the Venice Convention as to the treatment to be accorded to infected or suspected vessels arriving from a plague infected port.

The facts of the case, were briefly as follows :—

The s.s. "Bhandara" was chartered at Karachi to convey cargo and coolies to Killindini, a port on the coast near Mombassa, which had been selected as the sea-board terminus of the Uganda Railway. The coolies, about a thousand in number, were destined to work on the railway, some 9,000 having been already shipped from India during the last three or four years. They were enlisted in the Punjab from districts not infected with plague ; were kept under observation for nearly a month, and were then railed by special train, in two parties, direct from Lahore to Keamari (Karachi). The first party were kept for 24 hours in the Keamari detention-camp ; the second batch were embarked on the day of arrival. Ninety-seven other coolies were for fifteen days under observation in the camp. A few Europeans, their servants and four outsiders embarked under the usual plague-passes. Every individual was medically inspected according to custom when embarking, and all communication with the shore was prohibited after the passengers had been taken on board. There were apparently no suspicious cases among them, and the "Bhandara" cleared out of Karachi harbour on December 15th. She reached Killindini on the 27th, and there reported that seven fatal cases of plague had occurred during the voyage. The captain expected that the procedure sanctioned under the Venice Convention would be followed, but Sir Arthur Hardinge, Chief Commissioner of the East Africa Protectorate, at once issued orders that no communication could be allowed with the shore. The "Bhandara" then went on to Mombassa, but again the orders were repeated, and eventually she steamed to Zanzibar as fresh water was a necessity. This

she seems to have obtained, but the captain was informed that neither coolies nor cargo could be landed, and that he must take the ship back to Karachi.

The Committee in addressing Government on the subject under date 20th January 1899, submitted that if the provisions of the Venice Convention were not deemed applicable to the British East African Protectorate ports, the said Convention ought to have been qualified and limited in that sense, so that persons and corporations engaged in trade or shipping with the ports in question might have knowledge of the risks attending their operations; and so that no action similar to that complained of might by any possibility be cited as an infringement of the Convention and as a precedent justifying illegal action on the part of authorities even less concerned than the Administrator of the Protectorate in the preservation of British trade interests. As no such exception or reservation was made in respect of the British East African Protectorate, it must be taken that the provisions of the Convention were held to be applicable thereto; and in view of this fact the Committee submitted that it was incumbent on the proper authorities in the Protectorate to make in advance adequate arrangements to deal with such a situation as might reasonably have been foreseen and such as had in point of fact arisen. No measures and arrangements could have cost the Imperial Government a tithe of the loss that might be entailed upon the nation by an incident so obviously calculated as that in question to invite similar action on the part of foreign powers with the effect of excluding British trade and shipping. Heavy expenditure was being borne by the Provincial and Imperial Indian Governments to secure compliance with the provisions of the Convention and to safeguard the commercial freedom not otherwise to be preserved. And it appeared to be regrettable and even reprehensible that an individual official should have been able to jeopardise, in the interests of the local revenue and convenience, the enormously greater issues involved in the observance of an international agreement on the part of the nation most immediately concerned in its integrity. The

Committee urged that the Imperial Government be approached with the view to procuring an assurance that the vast trade interests of the Indian Empire, already sufficiently burdened in deference to the Venice Convention, would not be subjected to disaster through virtual denunciation and abrogation of that compact by a British official at a moment when the recrudescence of plague would bespeak great vigilance on the part of foreign powers.

In acknowledging the receipt of the Chamber's communication the Bombay Government, under date 25th January 1899, intimated that the Government of India had been in correspondence with the Home authorities on the subject before the receipt of the Chamber's representation ; but that the views expressed by the Committee would be communicated to the Government of India for information and such action as might be deemed necessary. In a further communication made to the Chamber on 2nd February, the Bombay Government stated that intimation had been received that the s.s. "Bhandara" would be allowed while remaining in quarantine to discharge and load cargo at Zanzibar.—(*Appendix* **L.**)

BILL TO PROVIDE FOR THE PROTECTION OF CERTAIN TELEGRAPHIC PRESS MESSAGES.

The Government of India have from time to time received representations as to the expediency of securing some measure of protection for foreign telegraphic press messages arriving in British India. In 1885 it was decided to provide for the matter in a Bill to amend the law of copyright, the introduction of which was at that time contemplated ; but it was eventually decided that general legislation should not be initiated in India until the subject of copyright had been dealt with comprehensively for the whole of Her Majesty's Dominions by Parliament.

During the year under report attention had again been drawn to the matter, and it was pointed out that enterprise in the direction of a first-rate service of telegraphic news was being checked

owing to the existing law's recognising no right of property in published telegrams, and that the systematic piracy of expensive foreign press messages had been the result. In these circumstances the Government of India decided in July 1899 to introduce the Bill* under reference, and the proposed measure was framed on the lines of the most recent of the Colonial enactments, namely, that passed into law in Ceylon in 1898 and entitled "The Telegram Copyright Ordinance, 1898."

The Committee, in due course, received a copy of the Bill from the Bombay Government, and in reporting thereon, under date 10th August 1899, submitted the following suggestions :—

Assuming that Burma was not included in "the whole of British India "—as set forth in section 1 (2)—the Committee expressed the opinion that the proposed period of 36 hours' protection from time of first publication was not sufficient. It was pointed out that in England and in other countries the principle upon which the duration of such protection was decided, would appear to be that such protection should be commensurate with the minimum time necessarily occupied by the transit of newspapers from the place of publication to those centres in which protection was of importance. It appeared to the Committee that no law that did not give to a telegraphic press message such effective provision as would compel all newspapers of position to subscribe, would have the effect of promoting a better supply of news. And if regard were had to analogy with other countries and to the enormous distances to be traversed in India, the Committee submitted that the period of 36 hours from publication as proposed ought to be increased to 60 hours with 84 hours from time of receipt, instead of 60 hours as at present laid down in the second paragraph of section 2. The Committee further submitted that it would be well to lay down some rule for the determination and establishment of the hour of first publication. Attention was also drawn to the danger of ambiguity as to the reference of the word "it" in

* See *Bombay Government Gazette*, Part VI, dated 20th July 1899.

section 2, explanation 2—namely, "although IT is also transmitted to persons who pay or subscribe for the same." The word evidently referred to a press message, but the Committee stated that it might be taken to relate to the word "newspaper." It was accordingly suggested that the wording might be altered in the following sense "notwithstanding such telegraphic press message is also transmitted to persons who pay or subscribe for the same."—(*Appendix* M.)

BILL TO AMEND THE TRANSFER OF PROPERTY ACT, 1882.

The above measure, which was introduced in the Council of the Governor General of India in July, was forwarded by the local Government to the Chamber for opinion, under date 11th August 1899 ; but the Committee had already spontaneously appointed a sub-Committee to consider it.

Chapter VIII of the Transfer of Property Act, 1882, aims at dealing comprehensively with the difficult question of the assignment of choses in action and includes an excursion into the law of champerty and maintenance. Many difficulties in the construction and practical application of the chapter had arisen ; its provisions had been the subject of numerous and conflicting rulings of the various High Courts ; and the Bill under reference was drawn with the object of removing the defects which had, from time to time, been detected. It had been suggested to the Government of India that a special provision on the subject of champerty and maintenance should be included in the Bill ; but it was considered that if such legislation was to be undertaken, it should take the form of an amendment of the Indian Contract Act, 1872—the addition, possibly, of an *Explanation* to section 23, which avoids contracts opposed to public policy.

In reporting on the Bill on 18th August, the Committee suggested that in section 131—"Transfer of Debts," *Illustration* (ii)—reading "*A* effects a policy on his own life with a

Insurance Company and assigns it by endorsement to a Bank in payment of a past debt. The Bank gives notice to the Insurance Company. If *A* dies, the Bank is entitled to receive the amount of the policy and to sue on it without the concurrence of *A*'s executor"—the words " by endorsement " should be omitted, it being immaterial whether the assignment be by endorsement or by a separate writing. These assignments, it was pointed out, were generally made in respect of debts which were only created after execution of the assignment. It was further suggested that the words " in security of " should be substituted for " in payment of," the reason being that policies were comparatively rarely assigned to Banks or individuals " in payment " of debts.—(*Appendix* **N.**)

PROPOSED INDIAN COMPANIES (BRANCH REGISTERS) ACT.

The object of the above Bill—which was introduced by the Hon'ble Mr. C. E. Dawkins in the Imperial Legislative Council on 23rd June 1899—is to encourage, if possible, the investment of English capital in rupee-companies having an Indian domicile. When in 1897 the attention of the Government of India was drawn to the matter, it was represented that it would be a great convenience to investors in companies formed with rupee capital in this country if they were permitted by law to open registers of shares in Great Britain as well as in India, and also that investors in England would more readily subscribe to rupee capital for, say, the construction of Indian railways, if quotations could be had on the London Stock Exchange. The Bill under reference had been drawn on the model of the Companies (Colonial Registers) Act, 1883 (46 & 47 Vict., c. 30), which authorizes any company registered in the United Kingdom for purposes comprising the transaction of business in a colony to open and maintain a branch register of shareholders in that colony. Owing to the limited powers of the Indian legislature, the legislation here proposed fell far short of what was compassed by the English Statute.

But the Government of India had consulted the various Chambers of Commerce, with the result that the opinion of the mercantile community in India appeared to be in favour of the measure, and its introduction had, therefore, been decided upon. The Bill, if passed into law, would not relieve the holders of shares registered in branch registers opened in England from the burdens imposed by the English revenue laws; and, while the Government of India would be prepared to notify such exemption from liability to Indian stamp-duties as might be necessary, the measure would not secure for shareholders the same benefits as they would have if the scheme had the sanction of an Act of Parliament. The enactment would, however, be of a purely permissive character, and it would be for the investing public to avail themselves of its provisions if they found that it would afford them any advantage to do so.

In a letter addressed by the Chamber to Government on 7th June 1897, it was pointed out that among the difficulties in connection with the proposals then submitted, was one with respect to the stamps on transfers of shares standing in the Branch Register, which, as the law then stood, would certainly be liable to stamp duty in India and would probably also be liable to duty in the United Kingdom—thus paying double duty. In regard to the Bill under reference the Government of India, as will be noticed above, stated that they would be prepared to notify such exemption from liability to Indian Stamp Duties as might be necessary. But in addressing Government on the subject the Committee pointed out that if Government was prepared to notify such exemption, there was no apparent reason why such exemption should not be expressly provided for in the proposed Act. The Chamber's letter of 7th June 1897, already referred to, pointed out that the Bill then contemplated would give no assurance that Probate Duty would not be recovered both in India and in the United Kingdom upon shares standing in a Branch Register at the time of the holder's decease. The Committee considered that the uncertainty still existing in the Bill as to the distinction between an English and

an Indian asset was to be deprecated, seeing that ambiguity on this point involving the probability that English shareholders of an Indian Company might have to pay not only English but also Indian Probate Duty, would deter English capitalists from such investments as the Bill was ostensibly designed to encourage. In Section 2 (*a*) of the New Bill a Company was defined as a Company registered under the Indian Companies Act, 1882, which complied with certain conditions enumerated. As the Presidency Banks were not registered under the said Act, but under the Presidency Banks Act No. XI of 1876, the above definition, it was pointed out, would exclude such Banks from the benefit of the Act. And the Committee were aware of no reason why the said Banks should be so excluded. With the letter No. 3454 of 7th May 1897, addressed by Government to the Chamber, were certain accompaniments, amongst them being two letters written by Mr. W. A. Browne, Chartered Accountant. These two letters were assumed as formulating the practical demand for legislation of the kind proposed, and both set forth as the first factor in such demand the difficulty attending the flotation of Companies in the absence of Registers in the United Kingdom. But in the Bill now submitted a Company, within the meaning of its provisions, was defined as one having a *paid-up* capital in money of not less than twenty lakhs of rupees, and also as one that had, *bona fide*, carried on business for not less than three years. Either of these definitions, the Committee submitted, would suffice to exclude from the benefit of the Act Companies in process of that flotation which the enactment was originally and ostensibly designed to facilitate. The remaining sections of the Bill called for no criticism and appeared to the Committee to be free from objection.—(*Appendix* O.)

INDIAN REGISTRATION OF SHIPS BILL, 1899.

Under date 26th July 1899, the Committee received from the Secretary to Government, Marine Department, Bombay, a copy of a Bill* to make better provision for the Registration of British

* See *Bombay Government Gazette*, Part VI, dated 29th June 1899.

ships in British India, with a request for opinion on the provisions of the proposed measure.

Section 2 of the Merchant Shipping Act, 1894, (57 and 58 Vict., c. 60) provides that every British ship shall, unless exempted, be registered thereunder, and that, if a ship so required to be registered is not duly registered, she shall not be recognized as a British ship, and shall not be entitled to any of the benefits, privileges, advantages or protection enjoyed by a British ship. Section 745, sub-section (1), clause (*e*), then declares that ships registered under the Merchant Shipping Act, 1854, or duly registered before the passing of that Act, shall be deemed to have been registered under the new Act. As the law then stood, registration under the Indian Acts of 1841 and 1850 effected after the passing of the Statute of 1854, was not sufficient to give a ship the status of a British ship; and that status could be acquired only by registration in accordance with the provisions of the Statute of 1894. But by virtue of section 735 of the latter Statute the legislature of any British possession may, by an Act confirmed by Her Majesty in Council, repeal, wholly or in part, any of its provisions and enact others in the place thereof. The necessity for legislation in exercise of the power so conferred was brought to the notice of the Government of India, and it was decided that it should be undertaken without further delay. The Bill under reference originally formed Part II of the general Merchant Shipping Bill which, though introduced in the Governor General's Council in 1892, is still pending before the Council. In connection with that Bill various legal and technical difficulties had been raised, and it had been found impossible to proceed with it as a whole at present; but no such difficulties appeared to exist in connection with the Part above referred to, and it had, therefore, been extracted and thrown into the form of a separate Bill with a view to its early introduction and passage into law.

The Bill under reference having received the careful consideration of the Committee, Government was informed, under date 23rd August 1899, that the Chamber did not find any points calling for criticism, and it had therefore no remarks to offer on the provisions of the proposed measure.—(*Appendix* **P.**)

LIVE-STOCK IMPORTATION ACT.

The above measure, which was passed into law in 1898, and reference to which is made in the Chamber's reports for 1897 and 1898, has been the subject of correspondence, during the year, between the Government of India and the Secretary of State in regard to the rules framed in terms of the Act, under which the importation of Queensland horses into India is permitted. Practically those rules direct that animals from Queensland, on reaching India, must be kept in quarantine for 30 days ; must be bathed in salt water four times ; be subject to Government inspection ; will be free if found uninfected after the 30 days' segregation, and will be subject to further treatment or may be destroyed if found to be infected at the end of the period mentioned. Live-stock introduced into India contrary to these rules will be liable to be destroyed. A copy of the rules was furnished by the India Office to the Australian Governments, and the Queensland authorities were at the same time invited to inform the Government of India whether they were willing to guarantee that no infectious horses would be despatched to India from the Colony until every animal had first been segregated, dipped and certified to be non-infectious. The papers under reference stated that the Colonial Government had intimated that it was prepared to give the undertaking mentioned above, and in the circumstances the Government of India stated that it would be unnecessary to enforce quarantine in India under the rules in question.

On receipt of the above correspondence the Committee caused the papers to be circulated among members of the Chamber interested in the importation of horses from the Australian Colonies.—(*Appendix* **Q.**)

MERCHANT SHIPPING ACT, 1898.

On 28th April 1899, the Government of India (Department of Finance and Commerce) called the attention of the Chamber to the Merchant Shipping (Mercantile Marine Fund) Act, 1898,—61 & 62 Victoria, Chapter 44—and pointed out that the Statute in question had altered the law as to the liability of shipowners in regard to expenses incurred on account of distressed seamen with effect from the 1st of April 1899. Section 4 of the Statute states : "Section one hundred and ninety-three of the Merchant Shipping Act, 1894, (which relates to the recovery of expenses incurred on account of distressed seamen) shall extend to expenses incurred under that Act on account of any distressed seamen within the meaning of that Act, except where it is certified, in pursuance of section one hundred and eighty-eight of the Act, that the cause of a seaman being left behind is desertion or disappearance, and paragraphs (a) and (b) in sub-section 1 of the said section one hundred and ninety-three shall be repealed."

BILL TO PROVIDE FOR THE REGULATION OF THE IMPORTATION, POSSESSION AND SALE OF WHITE ARSENIC AND OTHER POISONS.

From the Bombay Government, the Committee, on 17th August 1899, received a copy of the above Bill, with a request to be furnished with the opinion of the Chamber on the provisions of same.

The proposed measure was duly examined, but as it called for no criticism, the Committee informed Government on 31st August that they had no suggestions to offer.—(*Appendix* **R.**)

FORGED TRANSFERS ACT.

The attention of the Committee was directed to the case heard in the Bombay High Court in September 1898 for the recovery of property consisting of shares, Government Paper, Promissory

* See *Bombay Government Gazette*, Part VI, dated 20th July 1899.

Notes, &c., transferred to the defendants under forged signatures. Mr. Justice Russell, in delivering judgment, had made comment on the inadequate protection afforded to the public by the relevant law in force in India, and had expressed a hope that the Imperial Government of India would be able to pass an enactment somewhat on the lines of the Forged Transfers Act of 1891-92 in force in the United Kingdom.

The Committee in addressing Government on the subject, submitted that some such legislation was urgently necessary, not only because of the impediment offered by present conditions to the free transfer of property of the kind in question, but because, for special reasons, these conditions tended strongly to depreciate Government Paper. It appeared that the existence of a fraudulent signature upon a Government Promissory Note which had been withdrawn by the Currency Office and replaced in circulation by a clean note issued in lieu of it, was held to invalidate all subsequent transfers of the said new note, although the persons effecting transfer of that note had not even seen the defective signature or known of its existence. Such a condition, it was pointed out, appeared to the Chamber to be in the highest degree inequitable.—(*Appendix* **S.**)

RULES UNDER THE DECK AND LOAD-LINES ACT, 1891.

By the courtesy of the Bombay Government the Chamber received on 31st August 1899 a copy of the rules and tables which the Government of India proposed to issue under the Deck and Load-Lines Act, 1891, for sailing vessels solely engaged in the Indian Coasting trade. These rules had been framed because such vessels were not, and could not have been, provided for in the tables of freeboard constructed by the Board of Trade, and it therefore became necessary to frame separate tables for them, the conditions under which they ply being such that the application to them of marks which are suitable for vessels engaged in local trade on the Coasts of the British Islands would be unjust

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and injurious. The proposed rules were duly examined by the Committee; but as they called for no criticism, Government was informed under date of 21st September 1899 that the Chamber had no suggestions to submit.—(*Appendix* T.)

REGULATIONS UNDER THE PILGRIM SHIPS ACT, 1895.

In 1897 a reference was made to the Chamber by the Bombay Government regarding the provision of a disinfecting stove for pilgrim ships in accordance with rule 58 (1) of the rules under the Pilgrim Ships Act, 1895. The Chamber at the time informed Government that they agreed with the opinion expressed by the Sanitary Commissioner to the effect that pilgrim shipowners should equip their vessels with a steam disinfecting apparatus of a recognised type, though it need not necessarily be of the Genesto Herscher pattern. Government subsequently decided that pilgrim ships should be provided with proper steam disinfecting stoves such as those of the type mentioned above, or those made by Rietchel and Hennebrig of Berlin. At a later period the matter was referred to the Government of India, and in a communication addressed to the Chamber by the local authorities, under date 22nd March 1899, it was intimated that the Imperial Government did not consider it would be expedient to prescribe the use of any particular class or make of machine and that they were of opinion that it would be sufficient to instruct the Port Health Officer to pass any machine which would effect disinfection in the manner prescribed in para. 4 of the letter from the Government of India, No. 1951, dated 6th August 1898, embodied in the resolution of the Bombay Government No. 4615-4856-P of 7th August 1898. The Government of India in the communication referred to stated as follows :—"It has been brought to the notice of the Government of India that the instructions for disinfection in the appendices to the rules both for outward and inward vessels are indefinite and liable to be misunderstood. I am to suggest therefore that for the first three clauses of the Appendix of the

former and for rule 2 of the Appendix to the latter should be substituted the following simple specification which, in the opinion of the Government of India, will be generally understood and at the same time will secure thorough disinfection and will meet the requirements of the Foreign Governments : 'Underclothing, bedding, wearing apparel, mattresses, carpets, &c., which are contaminated or *suspected* and other articles to be disinfected should be exposed for 15 minutes to saturated steam—under pressure if possible—at a temperature of not less than 100° C (212° F), care being taken that the steam shall reach all parts of each article to be disinfected.' " The Bombay Government in its communication of 22nd March 1899, referred to above, added that the Government of India had also suggested that the attention of shipowners should be invited to the " Bowman " apparatus manufactured by Messrs. Richardson and Cruddas of Bombay, which appeared to be effectual and could be obtained at a comparatively small cost, and that vessels which had already an apparatus sufficient for practical purposes should not be required to get a new one.

Several Notifications under the Pilgrim Ships Act were issued by Government during the year ; and were in due course circulated to members interested.—(*Appendix* **U.**)

INDIAN EXPLOSIVES ACT.

The Bombay Government published on 30th June and 2nd August 1899, respectively, drafts of notifications embodying (a) a proviso which it was proposed to add to Rule 2—III (e) of the rules to regulate the transport and importation of explosives published with the Notification of the Government of India in the Home Department No. 1393, dated the 8th July 1897, and (b) a rule which it was proposed to substitute for No. 27 of the rules for the manufacture, possession and sale of explosives in the Presidency of Bombay under the same Act. The papers were in due course circulated to the firms interested, but called for no criticism from the Chamber.

INDIAN STEAM SHIPS ACT, 1884.

The Committee also circulated (under date 17th August 1899), for the information of members concerned, copy of a rule published by the Bombay Government which it was proposed to substitute for clause (b) of the proviso to para. 4 of No. 13 of the Rules made under section 24 of the Indian Steam Ships Act, 1884, as amended by Act III of 1890.

THE ADEN PORT-CLEARANCE AND TRADE REGISTRATION BILL.

In the Statement of Objects and Reasons attached to the above Bill—which was submitted to the Chamber by the Bombay Government on 15th February 1899—it was stated that Aden was not a customs port within the meaning of the Sea Customs Act, 1878, and that a vessel leaving that port was not required to obtain port-clearance. Moreover, it was not the recognized duty of any officer of Government at Aden to grant a port-clearance. Consequently, although section 50 of the Aden Port Trust Act (Bombay Act V of 1888) contemplated the existence of an "officer of Government whose duty it is to grant" port-clearance, the provisions of that section which was intended to facilitate the levy of port and other dues had so far remained a dead letter. To remedy this defect, and to prevent the Port Trust from being defrauded of its dues, it was proposed by the Government of India to empower the Governor in Council to appoint officers to grant port-clearances. Moreover, various provisions had been framed with the same object, on the analogy of similar provisions in the Sea Customs Act, 1878, while care had been taken at the same time not to interfere with the maintenance of Aden as a free port. The other main object of this Bill was to afford certain facilities not hitherto provided for the ascertainment of trade statistics. For this purpose an officer, styled the 'Trade Registrar,' will be appointed by the Resident at Aden. The Bill provides for the giving of information to the Trade Registrar on the arrival and departure of vessels, on the discharge and entry inwards of goods and on their exportation

and transhipment. General provisions affecting vessels and goods in port have also been adopted from the Sea Customs Act.

The Bill was referred to a Special Committee on whose Report the General Committee pointed out to Government that in drafting the proposed measure sufficient regard did not seem to have been had to the peculiar character of the Port of Aden. In the year 1897-98, the number of vessels touching at Aden fell to 2,496, and of this number only 816 "called to discharge or take cargo," while a large proportion of the cargo so discharged or taken was transhipment cargo. The other purposes for which vessels called are thus given in the Government Returns:—"167 called for "coal: 20 discharged coal: 60 called for provisions: 5 called "for orders: 2 to land passengers: 2 for medical attendance: "2 for repairs: 1 for bill of health: 1 for mails: 1 on account "of salvage: 1 had no communication." From this it was evident that Aden was a typical bye-port; that vessels passed through with the utmost expedition and had not time to satisfy certain of the requirements of the Bill under report. Any regulations tending to impose on vessels not otherwise and by the conditions of their commerce obliged to delay at Aden, the necessity of so delaying for the simple purpose of furnishing data to a statistical department, would, it was submitted, impose a sensible tax upon the trade destined for more important centres, and were therefore, in the opinion of the Committee, to be most strongly deprecated. The Committee then dealt with certain sections of the Bill, and the detailed report on the subject will be found in *Appendix* **V**.

BILL TO AMEND THE INDIAN PORTS ACT, 1889.

The question of amending the sanitary clauses of section 6 of the Indian Ports Act, 1889, again came before the Chamber during the year. The Bill previously drawn up by the Bombay Government in this connection was in due course submitted by the Government of India to Her Majesty's Secretary of State, but from the correspondence submitted to the Chamber it

appeared that the Secretary of State had taken exception to the proposed measure on the ground that it infringed the principles followed by Her Majesty's Government for the protection of ports against the importation of dangerous infectious disease. To meet this objection, and in order to simplify the measure, a fresh Bill had been prepared which merely stated the different classes of cases for which provision must be made, and left it to Local Governments to frame rules to regulate the manner of dealing with them. A copy of the revised draft was submitted to the Chamber for opinion under date 3rd August 1899 and received the careful consideration of the Committee. In para. 4 of the letter addressed by the Government of India to the Secretary of State on 29th December, 1898, allusion was made to a draft of an amended clause prepared by the Government of India in July 1897 on the basis of that framed by the Bombay Government. It was important to bear in mind that the Bill submitted to the Chamber in August 1897, and approved by its letter to Government, dated 9th September of that year, was that prepared by the Bombay Government, and differed in some respects from either of those now submitted to it, notably in that it contained no reference to quarantine. In addressing the Bombay Government on the subject, under date 11th September 1899, the Committee stated that, while sharing the opinion expressed by the Secretary of State in para. 2 of his letter to the Government of India, dated 4th May, 1899, that the wording of the Bill then submitted to him was unnecessarily comprehensive, believed that the Bill now drafted was to a greater extent open to the same objection, inasmuch as the wording was so wide as to confer on the Provincial Governments powers of an indeterminate and almost unlimited nature. The Committee considered that with the exception of one or two provisions, the Bill submitted to the Secretary of State by the Government of India under the letter of 29th December last conferred powers of sufficient scope and of more accurate definition. While there was no doubt as to the conscientious spirit in which the powers conferred by such an Act would be wielded by the Health Officers, there remained so much diversity of opinion as to the infectious or

non-infectious character of many diseases, as to what constitutes infection, and as to how such infection might be conveyed, that it could not be considered safe in the interests of trade that the decision of questions of so large a bearing should be left to the judgment of even the most conscientious individual. In recent years it had been seen that persons into whose hands such powers might have fallen had adopted and advanced, in regard to plague and its conveyance, views which would in the presence of such powers almost certainly have resulted in the damage and destruction of food-stuffs and other property, and which were recognized as entirely fallacious. On this account the Committee strongly recommended that Government should include in the Bill, a clause specifying, as in Part II of the Regulation of the Local Government Board in England, those diseases of an infectious or contagious character to which the Act was to apply, and giving power to Local Governments only to decide from time to time what diseases of an infectious or contagious character, not so specified, were to come within the purview of the Act. It was stated in para. 3 of the letter from the Government of India, No. 2185 of 10th July, 1899, that the Government attached great importance to the exclusion of the qualification "not already endemic in India" from the definition of the diseases to which the Act was to apply. The Committee were at one with Government on this point, seeing how very many diseases were already endemic in various parts of India, and the great importance of preventing their spread to other parts or even their importation into places already affected by them. The Committee, therefore, believed that the Bill submitted to the Secretary of State in December last would, with the omission of those paragraphs relating to quarantine and with the slight emendations suggested by the Chamber, be more likely than the more recent Bill to effect without friction and confusion the purposes had in view.

The Committee further recommended that Government should afford to the Chamber of Commerce an opportunity of considering before their promulgation any rules and regulations whose issue was contemplated under the new clause.—(*Appendix* **W.**)

A BILL TO PROVIDE FOR THE REGULATION AND INSPECTION OF MINES.

The object of this measure was for the regulation of work in and the inspection of mines in India. The Government of India had no power to inspect mines, to require notice to be given of the occurrence of mining accidents, to enforce proper precautions in the working of mines for the better avoidance of accidents and the protection of the miners, or to regulate the employment of women and children on underground work or in respect of work which was dangerous or unsuited to their age or sex.

A copy of the Bill was forwarded to the Chamber by the Bombay Government under date 8th April 1899, but an examination of its contents showed that there were no points calling for criticism from a body like the Bombay Chamber of Commerce. While thanking Government therefore for the opportunity afforded the Chamber of submitting its views in the matter, the Committee expressed regret that they had not the necessary expert knowledge at hand to enable them to pronounce upon legislation of the character contemplated by the Government of India.—(*Appendix* **X.**)

THE PETROLEUM BILL.

The above Bill—to consolidate and amend the law relating to the importation, possession and transport of petroleum and other substances—was introduced in the Council of the Governor General of India for the purpose of making laws and regulations on 20th January 1899. The Bill was received by the Chamber from the Bombay Government under date 13th January, and was in due course circulated among members of the Chamber interested in the importation of Petroleum, but as no suggestions were received respecting the provisions of the proposed measure, the Committee assumed that it met with approval, and consequently had no criticisms to offer in the matter.—(*Appendix* **Y.**)

PETROLEUM ACT OF 1886.

On 13th January the Committee were furnished by the Bombay Government with copy of a Notification by the Government of India, Home Department, Judicial, No. 1481, dated 21st December 1898, showing the addition made to the Schedule to the said Act in regard to the directions for determining the flashing point of petroleum which was not fluid at ordinary temperatures.

In this case also the papers were submitted to the firms who had been consulted in respect of the Bill mentioned in the foregoing paragraph, but in this matter also the papers called for no criticism.—(*Appendix* **Z.**)

BOMBAY COURT OF SMALL CAUSES.

In August 1899 information reached the Chamber that Government contemplated reducing the salaries of the second and third judges of the Bombay Court of Small Causes by some Rs. 200 per mensem. The Committee in addressing the Secretary to Government, Judicial Department, under date 31st August 1899, conveyed a respectful expression of the strong dissatisfaction with which they would view any such proposal, and represented that the Court of Small Causes was by far the most important commercial court in Bombay, and that it was of supreme importance that such Courts should be conducted by gentlemen of the greatest possible efficiency. The Committee pointed out that if it was necessary to raise the salaries of High Court judges from whose judgments effective appeal might be made, it would be extremely inexpedient to reduce the salaries of the judges sitting in the Small Causes Court from whose judgments no appeal practically existed ; also that apart from the fact that the Court of Small Causes as at present conducted was understood to yield a profit to Government, efficiency was of supreme importance in such a commercial court, and that in the interests of justice or trade it was essential that the conditions attached to the appointment of judge should be such as to command the services of men of unquestionable capability.

In the reply received under date 23rd November 1899 Government stated that they had not adopted any decision of the nature apparently reported to the Chamber, but added that the information received by the Chamber that a proposal of the kind had been before Government was correct.—(*Appendix* **AA.**)

RED SEA LIGHTS.

The question of extra lights in the Red Sea has been before the Chamber for many years, and has frequently been the subject of representations to Government. In April 1899, the urgent necessity of supplementary lights in that dangerous waterway was again brought to the notice of the Chamber and formed the subject of a further representation to the Bombay Government. From the information available in Bombay amongst agents and officers intimately concerned in the navigation of the waterway in question, the Committee considered it of very great importance that there should be effective lights on the Islands of Jebel Tur and Abu Eyle and to the westward of Mocha Shoal. It was also suggested that the light on Balfe Point, Perim, should be improved and given some distinctive character to render it more useful to vessels of heavy draft passing the large Straits of Bab-el-Mandeb.

Under date 27th June 1899, the Bombay Government forwarded copy of a communication from the Government of India which stated that the Chamber's representation had been transmitted to Her Majesty's Secretary of State. The Government of India at the same time stated that the Balfe Point Light on the Island of Perim was a small one, with a four-mile arc of visibility, put up by the Perim Coal Company to assist vessels to find their way into the harbour for coaling purposes; also that it was not required for the general trade passing through the Straits, and that the Government were not under any call to relieve the Company of the cost of efficiently maintaining it.

At a later date, the Under-Secretary of State for Foreign Affairs stated in the House of Parliament that Her Majesty's Government had been informed that the Sublime Porte had arranged with the *Administration des Phares* for the construction of four lights in the Red Sea—at Mocha, Zebair, Abu Eyle and Jebel Tur. These lights, it was stated, would be kept up by the Turkish Government, and no new taxes would be levied on shipping on account of them. In these circumstances the Under-Secretary stated that the ultimate destination of the funds which had been accumulated by the Egyptian Government for this purpose would be a matter for future consideration.—(*Appendix* **BB.**)

LIGHT ON OBSTRUCTION POINT, PERIM.

In a letter addressed by the Political Resident, Aden, under date 16th November 1898, to the Bombay Government, it was stated that many master mariners had suggested to that official the great additional safety to vessels taking the small strait which would be secured by the addition of a red ray danger zone to the light on Obstruction Point, in order to show both to the northward guarding the shoal water there and to the southward guarding the Azalia Rock, adding that this need not in any way affect the present distinctive light which, the Resident considered, was a great safeguard, but would much increase its efficiency.

The Bombay Government, under date 31st January 1899, in inviting the opinion of the Committee in the matter, called attention to the Chamber's communication of 3rd March 1896 in reference to a suggestion put forward at the time by the Elder Brethren of Trinity House to the effect that the red arc which it was then proposed to add to the light should be decreased on the south-east by 15° and the white arc correspondingly increased. The Chamber on the occasion referred to stated that, in its opinion, the extension of the white arc might lead deep draft ships nearer to danger, and that it therefore recommended that

no change be made in the light. Government stated that it was not quite clear whether the Chamber meant that no change should be made in the existing light, or no change in the proposal to improve the light, adding that the former interpretation was adopted and the light had remained unaltered.

The Committee consulted the leading authorities in Bombay upon shipping matters, and in addressing Government stated that the opinion of the Chamber was at issue with the interpretation put by Government upon the letter of 3rd March 1896. The Committee at the same time expressed the opinion that it was expedient to improve the light in question, and that the addition of a red sector, as proposed, would be an improvement, while any extension of the arc of the White Light was to be deprecated.—(*Appendix* **CC.**)

PROPOSED LIGHTHOUSE ON THE MUSHA ISLAND.

As there is a certain amount of shipping intercourse between Aden and the Tadjourah Gulf, the Government of D'jibouti, through the Vice-Consul for France at Aden, informed the Political Agent at that port, under date 10th March 1899, that a lighthouse had been erected on the Musha Islands. Papers on the subject were in due course received from the Bombay Government, and circulated to shipping firms in Bombay.—(*Appendix* **DD.**)

BERNE OFFICIAL VOCABULARY.

References were made to the Committee, by the Sydney and Hamburg Chambers of Commerce in April, 1899, respecting the New Official Vocabularly, which is to be issued by the International Telegraph Administration at Berne.

In addressing the former body under date 14th April, the Committee stated that the Bombay Chamber of Commerce had recorded its unqualified protest against the compulsory use of the said code, and had previously submitted in the proper quar-

ter its reasons for so protesting. The last official intimation received by the Chamber on the subject was to the effect that the compulsory use of the Vocabulary was postponed, pending the publication of the new edition, and according to reliable information the delay in the publication of the said new edition was due to uncertainty as to whether or not the words were to be numbered. It had been contended that the Vocabulary was to include a vast number of words incorporated from numerous codes, and not selected with the usual precautions as to the exclusion of words whose similarity in lettering or in sequence of telegraphic symbols might be expected to cause confusion, and that therefore it would be necessary in most cases to reconstruct private codes of words chosen from the Vocabulary with due regard to the safeguards alluded to. It was with some cogency urged that it would be a mistake to number serially a large mass of words, a considerable portion of which would in practice have to be eliminated.

In addressing the Hamburg Chamber, on 27th April, the Committee stated that, conceiving that the said Official Vocabulary could be of no practical service to commerce, they had offered to it their consistent and unqualified opposition. In view of this attitude it seemed unnecessary to enlarge upon the superfluous nature of a serial numeration as applied to a mass of words a large proportion of which would have to be discarded because of their orthographic or telegraphic peculiarities. The Committee at the same time stated that they desired above all to protest against any final pronouncement that might have the effect of excluding from use any word that might subsequently be found to be available and suitable for use in code telegraphy.

The Committee were also addressed by the Bengal Chamber of Commerce on the subject under date 14th April, and in advising that body of the action taken in regard to the references from the two other Chambers, referred to above, stated that the proposed Vocabulary appeared to the Committee to be uncalled for and, so far as commerce was concerned, useless. So long as it included all the words present in existing codes irrespective

of their orthographic and telegraphic peculiarities, and so long as all those words and the said existing codes composed of them were in this way sanctioned, the Chamber, it was stated, had no objection to the compilation, however useless; but that in its opinion it would be superfluous to elaborate a list of words whose only practical employment would probably be that of a book of reference for use in telegraph offices.—(*Appendix* **EE.**)

CONVEYANCE OF GREEN TEA ON THE TRANS-CASPIAN RAILWAY.

From the Bombay Government the Chamber received under date 20th May 1899, a translation of a notification published in the *Bulletin des Lois* by the Imperial Ministry of Finance, relative to the conditions for the transit conveyance of Green Tea on the Trans-Caspian Railway from the Ports of Batoum, Baku and Krasnovodsk to the Custom House of Kokand. The correspondence will be found in *Appendix* **FF**.

PRACTICE OF CARTING COTTON FROM SHEAGAON TO KHANGAON IN ORDER TO OBTAIN THE KHANGAON RAILWAY MARK.

Full-pressed cotton is generally carted from Sheagaon to Khangaon, although the rates from Sheagaon to Bombay and Khangaon to Bombay are uniform. This is done with the object of obtaining the Khangaon railway marks on the cotton, for the reason that Khangaon cotton obtains a better price in the Bombay market. A reference on the subject was made to the Chamber by the Agent of the Great Indian Peninsula Railway Company, under date 3rd March 1899, with the view of ascertaining whether anything could be done to prevent this carting.

As the matter was more directly associated with the cotton trade of the Port, the Committee referred the papers to the Directors of the Bombay Cotton Trade Association, Limited, for

an expression of their views. The reply received, however, was to the effect that the Directors were not in a position to make any suggestions with a view to stopping the practice complained of. It was, however, pointed out that merchants in Bombay relied on the railway marks as accurately describing the source of cotton, and that it would be inconsistent with the position of the G. I. P. Railway Company to assent to any proposals calculated to shake such reliance.

The Committee of the Chamber agreeing with the views expressed by the Bombay Cotton Trade Association, Limited, addressed the G. I. P. Railway in similar terms in reply to the reference to the Chamber.—(*Appendix* **GG**.)

LATE DELIVERY OF PIECE-GOODS.

The question of European manufacturers failing to observe delivery dates in regard to the purchase and delivery of piece-goods indented for from India, engaged the attention of the Bombay Native Piece-Goods Merchants' Association in September 1899, and provoked the adoption of concerted measures of defence by the members of that body, and a proposal on their part to incorporate in the form of contract for purchases of imported piece-goods certain terms of a very stringent nature. From perusal of the said terms it appeared to the Committee that the disability which had principally weighed with the piece-goods merchants was that arising from uncertainty as to delivery within the contract period and from the absence of any redress or remedy.

The matter was considered at a meeting of the European Piece-Goods Importers of Bombay, and it was resolved " that in the opinion of this meeting the circular received from the Native Piece-Goods Association shows a state of affairs in the trade which may lead to serious consequences in the future. The question of late delivery in Lancashire and Glasgow is becoming serious, and the meeting requests that the Bombay Chamber of

Commerce will consider the matter and consult the other Chambers in India with a view to a united representation to the Chambers of Manchester and Glasgow."

In conjunction with the other Chambers of Commerce in India, Ceylon and Burma—with the exception of the Madras Chamber, which body was of opinion that the matter was one for settlement by mutual arrangement between importers and manufacturers—the Committee addressed the Manchester and Glasgow Chambers with the view to some steps being taken to arrest the evil complained of. It was submitted that importers who had contracted with a home manufacturer for goods to be supplied within a stated period frequently received, at a date subsequent to that by which the goods were to have been delivered, a telegram asking for an extension of time sufficient for the whole process of manufacture. From this it was evident that the goods had not even been put in hand within the contract period. It seemed, moreover, that there was nothing to prevent a manufacturer from setting aside a prior contract in favour of a later and possibly more advantageous one, and declaring when the due date arrived for the former that the goods were not ready, and that either the contract must be cancelled or extended time granted ; and it was felt pretty universally in India by both importing houses and bazaar dealers that some efforts should be made to penalise the manufacturers for non-fulfilment of the terms of the contract in the matter of delivery. The Committee pointed out that India had its season for cold and hot weather goods, and that dealers and merchants based their orders to meet the probable requirements of these seasons and, when specific deliveries had been arranged and accepted, it should not suffice merely to declare that the goods were not ready—some compensation should be awarded by say a tribunal who could look into cases specifically put forward and declare what fine, if any, should be imposed in event of the buyer's not exercising his option of cancelling the contract. It was not that the members of the Chamber cared for or wanted the fine, but it was suggested that it should be fixed on a scale

that might reasonably be supposed to cause a manufacturer to do all in his power to fulfil an engagement. The Committee considered that the amount of the fine should depend upon the position the goods were in at the due date, which information could be laid before the tribunal the Committee had ventured to suggest; but that in the case of the goods not having been put in work at all, when the dispute arose, the fine, it was suggested, should be 5 per cent. of the value.—(*Appendix* **HH.**)

TREATY OF COMMERCE AND NAVIGATION BETWEEN GREAT BRITAIN AND JAPAN.

In the report for 1898 reference was made to the Treaty of Commerce and Navigation entered into between Great Britain and Japan in August 1894, and to the letter which had been addressed by the Chamber to the Bombay Government, under date 5th August 1898, requesting to be furnished with information as to the position merchants in India would occupy under the treaty in question; also whether the time for adhering to the new Treaty had expired, and whether the Government of India had come to a decision on the subject.

To this a reply was received from the Bombay Government on the 29th April 1899, stating that under instructions from the Government of India—to whom the matter had been referred—the question of the adherence of India to the Treaty in question was under correspondence with the Secretary of State, and that it was not possible until the necessary negotiations were completed, to say what position or privileges would be obtained for merchants in India.

On 5th May 1899 the Consul for Japan in Bombay informed the Chamber that according to telegraphic advices received from his Government, merchandise imported into Japan from India until the date of the operation of the Treaty under reference, would be allowed to enjoy the benefit of the Conventional Tariff, and that consequently certificates of origin for such goods would be required, if applied for.

Since writing the above, the Committee have noticed in the newspapers that the Japanese Government have agreed to the adhesion of India to the Treaty in question.—(*Appendix* **II.**)

TOWN DUTY ON GRAIN AND FLOUR.

On 10th February 1899, the Municipal Commissioner informed the Chamber that the Corporation had sanctioned, for the year 1899-1900, the levy of Town Duty on Grain at the enhanced rate of annas 6 per candy instead of annas 4, and that the Town Duty on Flour would thus on 75 per cent. of the rate on grain be 4 annas and 6 pies instead of 3 annas. It was intimated at the same time that the enhanced charges would come into force from 1st April 1899, and the Commissioner asked for the views of the Chamber as to the probable date by which the stock of grain imported into the city up to 31st March 1899, and entitled to refund at the lower rate would be exhausted, in other words the date from which refunds of Town Duty should be granted at the enhanced rate. The Municipal Commissioner further informed the Chamber that under the Municipal By-laws for the granting of refunds the production of import bills in respect of grain exported *by sea* was not required. In the case of grain exported by rail import bills were required, as they served to fix the date of import, and therefore the rate of Town Duty levied and the rate at which it was to be refunded. In the current year—*i.e.* 1898-1899—it was added that when the duty on grain was raised from 2 annas to 4 annas a period of 15 days was allowed from 1st April for the export of stock in hand, and after that date refunds were granted at the enhanced rate of 4 annas.

In reply to the Municipal Commissioner's enquiry as to the date by which the stock of grain imported into Bombay up to 31st March and entitled to refund at the lower rate would be exhausted, it was intimated that the Committee remained of the opinion expressed in their letter of the 24th February 1898 to the effect that one week after the 1st April ought to be allowed for exhaustion of the stocks in question.—(*Appendix* **JJ.**)

CONDITION OF THE WHANGPOO RIVER AND OF THE WOOSUNG BAR.

In support of representations made by the Shanghai General Chamber of Commerce the Committee, under date 26th October 1899, addressed the Secretary to Government, General Department, Bombay, with reference to the serious obstruction to trade and navigation caused by the condition of the Whangpoo River and of the Woosung Bar in particular. Attached to the letter received from the Shanghai Chamber was a copy of correspondence exchanged by that body with the Consular Corps in their city, which correspondence specially treated of the constitution of the Conservancy Board, by which it was proposed that the proposed remedial measures should be carried out. The Committee carefully considered the question of the obstruction referred to, and whose existence had been known to them for a long time. They consulted with those members of the Chamber whose knowledge of the evil and of its extent was most complete, and the investigation left no doubt as to the gravity of the disabilities imposed on commerce by the present conditions. In addressing the authorities, therefore, the Committee submitted that the influence of Government might fitly be exerted with great promptitude and energy to secure the execution of the necessary works under a properly constituted Conservancy Board. The Woosung Bar, it was pointed out, had always obstructed the navigation of vessels entering Shanghai Harbour. In low tides steamers were often detained as much as four or five days, and cargo was discharged and shipped by means of lighters. This procedure, it was pointed out, entailed considerable expense and risk, for when it was blowing the sea at the Bar was very rough. The cargo was not received at Shanghai till about a week after the steamer's arrival at Woosung, and this again entailed loss of various kinds upon the value of the goods. It was believed by those most competent to judge that the measures proposed were calculated to abate the obstruction and to prove a great boon to the navigation of steamers and to the general commerce of Shanghai; and the Committee accordingly asked Government to

give the matter its strenuous attention and to urge by all means the establishment of a Conservancy Board having effective powers.

On 27th November 1899 the Bombay Government informed the Chamber that the matter had been referred to the Government of India for consideration, and subsequently the Government of India intimated through the local authorities that the Chamber's communication had been forwarded to the Secretary of State.—(*Appendix* **KK**.)

WINE AND SPIRIT LICENSE FEES IN THE PANJAB.

The Calcutta Wine, Spirit and Beer Association addressed the Committee on 17th July 1899 with respect to the heavy enhancement of wine and spirit license fees in the Panjab, in some instances by as much as 150 per cent., and stated that the Committee of that Association had under consideration the whole question of the disproportion of the fees levied in India generally, compared with fees for similar licenses in England. Taking Calcutta, for instance, it was pointed out that licenses which in England cost £24 per annum amounted in Calcutta to no less than Rs. 1,200 or £80 per annum, and this, it was stated, was felt to be an unjustifiable burden upon one particular branch of trade.

The matter was duly considered by the Committee, but as no complaints had been received from members on the subject, the Committee did not see their way to take the matter up, and informed the Calcutta Association to that effect.—(*Appendix* **LL**.)

RUSSIAN CUSTOMS TARIFF.

The Bombay Government was good enough to forward to the Chamber, under date 13th September 1899, a copy of a communication from Sir Charles Scott to the Secretary of State for Foreign Affairs, dated St. Petersburg, 12th July 1899, in

which it was intimated that, according to the decision of the Council of the Empire, passed in June 1899, and published in the Bulletin of Laws of the 25th June and 7th July 1899, the following alteration under the Russian Customs Tariff in respect of the duty payable on tea was decreed :—(1.) Black and green brick teas imported in Russia across the European frontier to pay duty at the rate of 11 roubles 25 copecks per Poud (former duty 31 roubles 50 copecks per Poud.) (2.) Black, flower green and yellow teas imported at the frontiers of the Steppe, Irkutsk and Cis-Amur Governor Generalships to pay duty at the rate of 22 roubles 50 copecks per Poud. (Former duty 19 roubles 50 copecks per Poud.) It was added that with the completion of the Russian lines of rail to the Pacific the rates of duty on tea would be subject to further consideration.

COTTON DUTIES AND TARIFF ACTS.

A general revision of the import Tariff took place in March 1898, and specific alterations had since been notified from time to time. The question of further amending the Tariff engaged the attention of the Government of India in April 1899, and the Chamber was invited to submit its views with regard to the changes which the Government of India then had under consideration.

Having consulted the members of the Chamber in the matter, the Committee addressed the Government of India on 11th May 1899, submitting recommendations for the revision of the Tariff in regard to certain articles. Later in the year (in November) when a further revision was in contemplation, the Committee were consulted by Mr. J. E. O'Conor, C.I.E., Director-General of Statistics to the Government of India, (who was on a visit to Bombay at the time,) and under date 29th December 1899, a Notification was published containing the revised Schedule approved by the Government of India and embodying all the alterations made up to that date. This Schedule will be found in *Appendix* **MM.**

BREACHES OF CONTRACT BY FIRMS IN CAPE COLONY.

A reference was made to the Committee by the Cape Town Chamber of Commerce on the subject of the difficulty of obtaining redress in the Courts of the Cape Colony in cases of breach of contract made by firms which, not being domiciled within the jurisdiction of the said Courts, were there represented only by an Agent or Agents. The Cape Town Chamber explained that the question had arisen through certain American and English firms having entered into contracts for the delivery to importers of certain goods and had failed to carry out their contracts; consequently one importer brought an action against an American firm for breach of contract and damages. The firm's local representative pleaded that he merely acted as Agent and consequently the Cape Town firm was compelled to bring its action against the firm in New York. This procedure was held by some of the merchants in Cape Town to be very unfair. It was pointed out that if they had failed to complete their part of the contract by failing to take delivery of the goods contracted for, they could have been sued in the local Courts and damages obtained against them, whereas they, on their part, to obtain damages from the other party to the contract had to go to New York or London as the case might be.

In the reply given, under date 4th August 1899, the Committee stated that similar cases did from time to time occur in Bombay, but that the risk of such inconvenience could be and commonly was guarded against by the terms of the contract. The Committee also stated that anything of the nature of licenses to trade should in any case be avoided, for the buyer could dictate his own terms and so word his own contract as to make his seller a principal.—(*Appendix* **NN**.)

CONVEYANCE OF KEROSINE OIL IN VESSELS CARRYING NATIVE PASSENGERS.

The Presidency Port Officer, Madras, brought to the notice of the authorities in May last that native passenger ships sailing from Rangoon were allowed to carry as many as 5,000 cases of kerosine oil, and suggested that the number of cases should be limited to 100 according to the practice obtaining in Calcutta. It appeared to the Government of India that it was a dangerous practice to carry large quantities of kerosine oil on board native passenger ships, and they considered that the practice should be altogether forbidden or that a limit should be fixed under rules framed either under the Native Passenger Ships Act, 1887, or under the Indian Petroleum Act, 1899.

Representations were made to the Committee by the local Agents of the B.I.S.N. Company, Limited, to the effect that the trade in kerosine oil would be considerably interfered with if the suggestion of the Port Officer of Madras was adopted, and seeing that the latitude allowed by the officials administering the Native Passenger Ships Act had not been found to be excessive or dangerous, the Committee addressed the Bombay Government, under date 29th June 1899, strongly deprecating any interference with a trade which, they submitted, had for many years worked satisfactorily and without mishaps under existing regulations.—(*Appendix* **OO.**)

THE TONNAGE SCALE.

It was suggested to the Committee by the Cochin Chamber of Commerce in May 1899 that the article cocoanut oil be added to the Bombay Tonnage Schedule, and that the scale be fixed at 11 cwt. to the ton. The scale at Cochin had been altered from 210 Imperial Gallons to 14 cwts., thus making it similar to the Ceylon Tonnage Scale (both being on the basis of 50 cubic feet). The Bombay Schedule at the time only provided for "Oil of any kind in Casks," 40 feet to the ton. The Committee consulted the leading shipping firms in Bombay in the matter,

and the opinion expressed was in favour of the alteration recommended by the Cochin Chamber. Under ordinary circumstances the Committee (as provided in the rules) would have had to test the article in the usual way prior to the adoption of a new scale; but having addressed the members generally on the subject, and no objection being raised, the usual procedure was not adopted in the case under reference, and the necessary change was accordingly notified by circular and embodied in the Chamber's schedule.

Fresh tests of Crushed Bones and Poppy-seed were made during the year, and the question of the adoption of Crushed Bones will be brought forward at the annual general meeting.

ARBITRATIONS RELATING TO PIECE-GOODS.

In May last, the Committee received from the Bombay Native Piece-goods Merchants' Association a revised list of persons selected by that body, to act as surveyors in disputes affecting piece-goods. The names submitted were in due course circulated to members of the Chamber interested in the piece-goods trade, and are now incorporated in the rules for surveys and arbitrations on piece-goods, as agreed upon with the Association in question on 28th January 1885.

It may be mentioned that under the rules referred to 24 cases were, during the 12 months covered by this report, submitted to and decided by the Chamber.

RUSSIAN VOLUNTEER FLEET.

An enquiry was addressed to the Committee by the Indian Tea Association of Calcutta, as to whether the vessels of the Russian Volunteer Fleet called at Bombay and how the rates of freight to Black Sea and other Russian Ports compared with rates by English and other steamers. The Association believed that differential treatment was accorded to articles imported into Russia by ships of the Fleet, relative to British and other steamers, and they desired to know how tea was affected in this connection.

From enquiries made the Committee ascertained that steamers belonging to the Fleet in question did not call at Bombay, but were said to touch at Coconada, Colombo and Singapore, and were believed to give facilities in the matter of freight; also that almost all the tea shipped from Bombay to Batoum was carried by Austrian Lloyd's steamers, a little sometimes being sent by the boats of the Persian Steam Navigation Company.

REPRESENTATION OF THE CHAMBER IN THE LEGISLATIVE COUNCIL OF THE GOVERNMENT OF BOMBAY.

In accordance with Rule II of Notification by the Government of Bombay, dated 9th March 1895, the Secretary to Government, Legislative Department, requested the Chamber, in March 1899, to recommend to His Excellency, for nomination as an additional member of His Excellency's Council for making laws and regulations, a person elected by the Chamber. In terms of the rules passed at the general meeting of the Chamber held on 10th May 1895, the usual balloting took place on Tuesday, 4th April 1899, and resulted in the election of Mr. A. Abercrombie, who had in the interval been appointed Chairman of the Chamber. Mr. Abercrombie's nomination was in due course submitted to Government, and he was duly appointed to the Council by His Excellency the Governor.

ELECTION OF PORT TRUSTEES.

On the approaching expiration of the two years' term of office of the Hon. Mr. A. Abercrombie and Mr. J. L. Symons—representatives of the Chamber on the Board of Trustees of the Port of Bombay—the Committee made the usual arrangements, in accordance with the rules, for the election of successors; and the ballot which took place on the 14th and 15th March 1899, resulted in the re-election of the gentlemen mentioned.

On the 28th April 1899, the Secretary of the Trust intimated that Mr. Symons had obtained from the Trustees leave of absence from their meetings for six months from the 22nd idem.

and desired the Chamber to elect a member to act during Mr. Symon's absence. The Committee took the necessary steps, and in due course informed the Trustees that Mr. William Greaves had been elected by the Chamber to act for Mr. Symons. Mr. I. M. Shields—another of the Chamber's representatives on the Trust—also took leave for three months in September 1899, and Mr. J. M. Dick was elected to act during his absence.

ELECTION OF NEW MEMBERS.

The following firms were elected during the year, the total number of members on 31st December 1899 being 82 as compared with 80 at the end of 1898 :—

Messrs. Drennan & Co. ; proposed by Messrs. Greaves, Cotton & Co., seconded by the Managing Director, Bombay Company, Ld.

Messrs. Jehanghir Bomonjee Petit & Co. ; proposed by Messrs. D. M. Petit Sons & Co., seconded by Messrs. C. H. B. Forbes & Co.

Messrs. Bennett, Coleman & Co. ; proposed by Messrs. Latham, Abercrombie & Co., seconded by Messrs. Ewart, Latham & Co.

Messrs. Chugondas & Co. ; proposed by Messrs. Killick, Nixon & Co., seconded by the Managing Director, Bombay Company, Ld.

Messrs. J. G. Trefftz & Sohn and the Credit Lyonnais resigned membership during the year 1899.

EXHIBITIONS.

Papers regarding the Paris Exhibition, 1900, were forwarded to the Chamber during the year by the Bombay Government and the Government of India, and were in due course circulated among members of the Chamber.

PROPOSED INDIAN COMMERCIAL MUSEUM.

The question of establishing a Commercial Museum in connection with the Indian Museum, Calcutta, and the Imperial Institute, London, was brought to the notice of the Chamber on 4th July 1899, by Mr. George Watt, M.B., C.M., C.I.E., Reporter on Economic Products to the Government of India, and received the careful consideration of the Committee. The Committee also met Dr. Watt during his visit to Bombay in October 1899 and discussed the details of the scheme with him. The papers were subsequently circulated to members in the hope that individual firms might be able to furnish some of the specimens required for the proposed museum.—(*Appendix* **PP.**)

COTTON.

There has been no special reference in connection with this staple before the Chamber during the year, but the subjoined figures regarding the extent of the crop and its disposal are embodied in the report as usual.

The receipts for the past season 1898-99 show an increase of 303,000 bales or equal to 17·51 per cent., and an increase on the average of the last ten years of 218,000, or say 12 per cent. If, however, the calendar year be taken, the percentages work out differently as against those of 1898 ; the receipts for the year ending 31st December 1899 show an increase of 169,000 bales, or equal to 8·89 per cent., and against the average of the past ten years they show an increase of 253,000 bales or 13·92 per cent.

The excess in the receipts into Bombay was entirely due to a huge Oomra crop—by far the largest on record. The only fair comparison is by seasons, and not by the calendar year, and taking these figures the receipts of this description exceeded the previous largest by 2¾ lakhs of bales, and were over 4 lakhs in excess of the average of the previous ten seasons. For purposes of comparison the arrivals of each growth are shown in the

annexed statement in thousands of bales in each of the past four seasons and four calendar years and the average of the decades in the same periods :—

(Receipts of Cotton into Bombay of each growth.)

(000's omitted.)

Growths.	Seasons, July 1st to June 30th.						Calendar Years.					
	98-99.	97-98.	96-97.	95-96.	Average 87-88 to 96-97.	Average 88 to 97.	1899.	1898.	1897.	1896.	Average 88 to 97.
	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.
Khandeish	408	354	263	319	291	293	392	379	242	272	293
Barsee & Nuggar .	126	92	88	106	120	120	130	93	83	106	120
Berar	613	425	299	406	320	323	506	544	271	337	323
Total Oomras ...	1,147	871	650	831	731	736	1,028	1,016	596	715	736
Hingunghat	12	11	11	15	12	12	12	12	9	12	12
Dhollera	319	304	258	447	383	384	812	319	261	432	384
Broach	123	154	141	216	167	167	143	157	141	216	167
Coompta & Dharwar	124	71	113	140	151	146	154	88	83	132	146
Western	30	14	33	28	27	25	17	29	17	35	25
Bengal.....	265	262	362	381	281	284	372	251	311	326	284
Sindh	7	27	34	68	41	41	16	16	35	63	41
Persian	...	3	4	14	16	16	2	1	5	9	16
Other Sorts	6	13	6	10	6	6	14	12	6	8	6
Total.....	2,033	1,730	1,612	2,150	1,815	1,817	2,070	1,901	1,464	1,948	1,817

As will be perceived from the following statement the shipments to Europe in the past season were 578,000 bales, as against 424,000 bales in the previous year, showing an increase of 154,000 bales or 36·32 per cent., the increase in the shipments to Great Britain being 23·07 per cent. and to the Continent 36·74 per cent. From the figures, as given, it will be seen

that though showing this year some increase the total shipments to Great-Britain are represented by the modest total of 16,000 bales. Despite another huge American crop, the shipments to the Continent show a very notable increase over those of last year, and this must be attributed to prices locally, owing to a large Oomra crop, ruling on a moderate basis throughout the season, thus enabling Surats to almost make up the ground they lost last year. This season—1899-1900—the exports to Europe are showing a marked falling off, which is due to short crops in India and the high prices ruling locally in consequence, rendering business with the Continent very difficult. To China and Japan the exports show a further increase of 113,000 bales or 30·05 per cent. If we take the calendar year the increase is 92,000 bales or 19·77, the figures being 557,000 bales against 465,000 bales in 1898. This increase is to be attributed to increased spindle power in the Far East and to less American cotton having been used owing to the rates for Bombay descriptions having been on a moderate basis throughout the year, due, as pointed out above, to heavy receipts into Bombay. During the past three months the exports to China and Japan were about the same as during the same period of the previous year, but a great proportion of the shipments this season are on consignment account, and with short crops and high rates ruling, a considerable reduction in the total exports is looked for. The aggregate shipments to foreign and Coast Ports showed a total of 1,098,000, as against the previous season's shipments amounting to 8,33,000 or an increase of 31·81 per cent.

The consumption of the Bombay Island Mills amounted to 950,800 bales, the total for 1897-98 being 817,000 bales. This increase was due to a slightly increased spindle power and to the demand running chiefly on low counts, entailing thereby an increased consumption.

The figures are as follows :—

(Exports of Cotton and Mill consumption.)

(000's omitted.)

To	Seasons, July 1st to June 30th.					Calendar Years.					
	98-99.	97-98.	96-97.	95-96.	Average 87-88 to 96-97.	1899.	1898.	1897.	1896.	Average 85 to 97.
Great Britain	16	13	32	72	140	14	14	28	69	136
Continent	562	411	571	728	789	486	476	484	703	784
Total Europe...	578	424	603	800	929	500	490	512	772	920
Japan, China, &c.	489	376	364	305	123	557	465	407	312	138
Calcutta & Coast	31	33	41	45	43	14	36	41	43	43
Total Eastwards...	520	409	405	350	171	571	501	448	355	181
Total Exports.....	1,098	833	1,008	1,150	1,100	1,071	991	960	1,127	1,101
Mill Consumption.....	951	817	703	850	701	*951	*817	*703	*850	*701
Grand Total...	2,049	1,650	1,711	2,000	1,801	2,022	1,808	1,663	1,977	1,802

* Years ending 30th June.

Summarising the foregoing tabular statement we find that the receipts of cotton into Bombay including the quantity carried

forward from the previous season, were distributed last season as follows :—

Exported to Great Britain	7·78	per cent.
„ „ Continent	27·43	„
„ „ Japan and China.....	23·87	„
„ „ Calcutta and Coast.....	1·51	„
Total exported	53·59	„
Consumed by local Mills.....	46·41	„
	100·00	„

The following figures show the clearances from Bombay to each European Port in the past two years. Compared with the preceding 12 months the total shipments show an increase of 9,688 bales or 1·97 per cent. :—

(Actual Clearances of Cotton from Bombay to different Ports in Europe during the Years 1898 and 1899.)

To	1899.			1898.			Increase or Decrease.	Percentage.
	6 months ending 30th June 1899.	6 months ending 31st Dec. 1899.	Total for 12 months.	6 months ending 30th June 1898.	6 months ending 31st Dec. 1898.	Total for 12 months.		
	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.	
Liverpool ...	13,930	2	13,932	11,601	2,432	14,233	—301	2·11
London ...	1	.....	1	.....	5	6	—4	80 00
Hull ...	220	.....	220	.....	.....	.....	+220	.....
Marseilles ...	13,070	125	13,195	5,945	3,035	8,980	+4,215	46·93
Havre ...	19,030	567	19,597	15,785	3,217	19,002	+595	3·44
Dunkirk ...	47,384	1,731	49,115	25,329	4,526	29,855	+19,260	64·51
Antwerp ...	77,058	950	77,908	56,670	21,245	77,915	+53	·06
Ghent ...	320	.....	320	400	685	1,085	—765	70·50
Bremen ...	3,215	328	3,573	2,310	1,045	3,355	+218	6·49
Hamburg ...	88,387	7,974	96,361	64,860	29,088	93,948	+2,413	2·56
Barcelona ...	7,280	940	8,220	.....	.....	.....	+8,220	.....
Genoa ...	74,592	6,750	81,682	58,639	11,961	70,600	+11,082	15·69
Naples ...	10,910	900	11,810	8,090	3,059	11,149	+661	5·92
Venice ...	27,494	7,700	35,194	38,497	11,957	50,454	—15,260	30·24
Leghorn ...	2,700	500	3,200	1,665	300	1,965	+1,235	62·84
Trieste ...	75,954	4,955	80,909	85,012	18,709	103,721	—22,812	21·99
Fiume ...	3,985	880	4,865	3,287	990	4,277	+588	13·74
Total ...	465,960	31,372	500,232	378,290	112,254	490,544	Net Increase +9,688	1·97

The subjoined table gives the receipts of the earlier growths as from November 1st up to the end of the past year :—

(*Receipts at Bombay in November and December of the annexed years and the total for the first six months of each season since* 1891.)

In thousands of Bales.

Growths.	1899	1898	1897	1896	1895	1894	1893	1892	1891
Khandeish	42	65	44	63	115	34	53	68	28
Berar	49	163	43	72	141	33	53	47	16
Total Oomras...	91	228	87	135	256	67	106	115	44
Hingunghat	2	3	1	3	2	...	1	5	...
Bengal	128	40	29	88	129	20	56	42	7
Total New Crop...	221	271	117	226	387	87	163	162	51
Old crop growths from 1st July to 31st December	238	152	135	175	216	141	170	141	186
Total old and new growths for 6 months	459	423	252	401	603	228	333	303	237

WHEAT.

The area under wheat in the year under report showed as against that for 1897-98 an increase of some 4,30,000 acres, or about 1·9 per cent., and was the largest since 1895-96, to whose figure it closely approximated. The outturn in tons was some 4 50,000 tons below the extraordinarily high yield of the preceding year, that decrease being about 6·7 per cent. The ratio of crop to area was therefore exceptionally large.

As compared with the average of the preceding five years the area under wheat showed a decrease of 7·3 lakhs of acres or 3 per cent.

The outturn of the year as against the average yield for the preceding five years showed an increase of nearly 3 lakhs of tons, or about 5 per cent.

(Total Acreage and Outturn in each Official year from 1884-85 *to* 1898-99.*)*

Year.	*Acres.*	*Outturn in tons.*
1884-85	... 27,820,000	8,013,000
1885-86	... 27,393,000	7,739,000
1886-87	... 26,735,000	6,391,000
1887-88	... 26,855,000	7,149,000
1888-89	... 25,912,000	6,362,000
1889-90	... 24,773,600	6,123,000
1890-91	... 26,576,000	6,876,000
1891-92	... 24,482,000	5,535,000
1892-93	... 26,429,000	7,193,000
1893-94	... 24,370,000	6,239,000
1894-95	.. 25,994,000	6,279,000
1895-96	... 23,242,000	5,511,000
1896-97	... 19,024,200	4,892,800
1897-98	... 22,771,200	6,655,300
1898-99	... 23,200,600	6,209,000

The following table shows that while the outturn of the Punjaub in 1898-99 fell short of that of 1897-98 by some 3·8 lakhs of tons, and of the average for the five previous year by some 1·7 lakhs of tons, the provinces from which Bombay mainly draws its supplies—*e.g.*, Bombay, Central Provinces, Berar, Rajputana, Central India, Sind and Hyderabad—have reduced their yield by some 1·7 lakhs as compared with 1897-98, and by 1·4 lakhs as compared with the average of the preceding five years.

The North-Western Provinces and Oudh on the other hand increased their yield by some 35,000 tons or 1·9 per cent. as compared with 1897-98 and by 375,346 tons or 26 per cent. as compared with the average of the five previous years. Bengal's yield rose by about ¾ of a lakh of tons as compared with 1897-98, and by about 2¼ lakhs as compared with the five previous years.

(Share of each Province of Acreage and Outturn for 1897-98 *and* 1898-99.)

Provinces.	AREA.			OUTTURN.		
	Average of previous 5 years.	Of current year's crop (1898-99.)	Of previous year's crop (1897-98.)	Average of previous 5 years.	Estimated yield of current year (1898-99.)	Yield of previous year (1897-98.)
	Acres.	Acres.	Acres.	Tons.	Tons.	Tons.
Punjaub	7,362,840	7,729,200	8,013,800	2,151,995	1,977,777	2,358,975
North-Western Provinces & Oudh	4,352,920	4,840,776	4,537,351	1,433,170	1,808,516	1,773,488
Bengal	1,483,700	1,594,600	1,569,500	444,530	666,800	592,600
Central Provinces.....	3,245,107	2,521,472	2,171,714	480,794	458,642	543,095
Bombay.....	2,282,769	2,138,836	2,004,832	580,721	656,136	627,014
Sind	506,161	352,138	591,621	153,756	77,543	177,160
Berar	787,953	436,362	390,378	62,668	21,892	25,511
Nizam's Territory	1,121,851	1,196,520	1,091,595	47,020	37,225	33,170
Rajputana*(a)*	1,295,623	1,109,214	1,183,233	318,230	262,451	282,955
Cetl. India.*(b)*	1,493,251	1,277,480	1,212,832	253,314	241,620	240,102
Mysore	3,954	4,029	4,363	335	492	331
Total...	23,936,129	23,200,627	22,771,219	5,926,503	6,209,094	6,655,901

(a) Excluding the State of Mewar from which no estimate has been received.

(b) Excluding the Bagli State and some states of the Bundelkhand Agency.

The very great reduction in the exports of wheat shown in the following table arose largely from the early cessation of the rains and from the large crops obtained in other countries, and also in Bombay was due to some extent to the difficulties of shipping. The quantity shipped was approximately identical with that of 1895, but showed a falling away of some 34 per cent.

(Exports of wheat from India to Europe, in thousands of tons.)

From	1899	1898	1897	1896	1895	1894	1893	1892	1891	Average 1888 to 1897.
Bombay	143	289	...	71	126	78	252	469	666	272
Karachi	324	442	49	51	356	306	238	268	513	261
Calcutta	128	165	...	4	50	13	54	179	219	81
Total. ...	595	896	49	126	532	397	544	916	1,398	614

PUBLIC AND CHARTER-PARTY HOLIDAYS.

The Committee appointed by Government for the purpose of considering and reporting as to what days in the year 1900 should be recognised as holidays, under the Negotiable Instruments Act of 1881, met in the rooms of the Chamber in the early part of December, and their report having, as on previous occasions, been submitted to and approved by Government, printed lists of the days fixed were circulated among members of the Chamber and the public generally.

The holidays under Charter-Parties for 1900 were subsequently fixed by the Committee of the Chamber and published with those sanctioned by Government under the Act.

LEGISLATIVE ENACTMENTS.

The following Acts were passed by the Government of India during the year 1899 :—

Act No. I. of 1899.—An Act to amend the Indian Marine Act, 1887.
" II. of 1899.—The Indian Stamp Act.
" III. of 1899.—An Act to further amend the Presidency Small Cause Courts Act, 1882.
" IV. of 1899.—An Act to provide for the exemption from the operation of Municipal building laws of certain buildings and lands which are the property, or in the occupation, of the Government and situate within the limits of a Municipality.
" V. of 1899.—An Act to further amend the Indian Evidence Act, 1872.
" VI. of 1899.—An Act to amend the Indian Contract Act, 1872.
" VII. of 1899.—An Act to further amend the Inland Steam-vessels Act, 1884.
" VIII. of 1899.—The Indian Petroleum Act, 1899.
" IX. of 1899.—An Act to amend the law relating to Arbitration.
" X. of 1899.—An Act to amend the law relating to Carriers.
" XI. of 1899.—An Act to further amend the Court-fees Act, 1870.
" XII. of 1899.—An Act to amend the law relating to the forgery of currency-notes and bank-notes.
" XIII. of 1899.—An Act to consolidate and amend the law relating to Glanders and Farcy.
" XIV. of 1899.—An Act to further amend the Indian Tariff Act, 1894.
" XV. of 1899.—An Act to validate certain marriages, solemnized in the Native States of Pudukkottai and Travancore in India.
" XVI. of 1899.—An Act further to amend the Northern India Canal and Drainage Act, 1873.
" XVII. of 1899.—An Act to further amend the Indian Registration Act, 1877.
" XVIII. of 1899.—An Act to amend the Land Improvement Loans Act, 1883.
" XIX. of 1899.—An Act to provide for the conversion into British Indian currency of sums expressed in British currency in the Army Act.

Act No. XX. of 1899.—An Act to further amend the Presidency Banks Act, 1876.

„ XXI. of 1899.—An Act to amend the Central Provinces Tenancy Act, 1898.

„ XXII. of 1899.—An Act to further amend the Indian Coinage Act, 1870, and the Indian Paper Currency Act, 1882.

„ XXIII. of 1899.—An Act to provide for the Incorporation of Kirk Sessions of the Church of Scotland in British India.

The Acts passed by the Government of Bombay during the same period were as follows :—

Bombay Act No. I. of 1899.—An Act to further amend the Bombay Port Trust Act, 1879.

„ No. II. of 1899.—An Act to make better provision in the City of Bombay and elsewhere for preventing the adulteration of Ghee and other articles of human food.

„ No. III. of 1899.—An Act to provide for the grant of Special Occupancies in certain Government lands in Sind.

STATISTICAL STATEMENTS.

A list of the quotations of Exchange, freight, prices of principal articles of import and export, together with statements showing the quantity and value of the principal articles of merchandise exported from and imported into Bombay and all India during the year 1899, will be found in *Appendix* **QQ**.

RETURNS OF RAINFALL.

These returns, showing the weekly rainfall at the stations on the lines, have been regularly supplied to the Chamber by the G. I. P. and B. B. and C. I. Railway Companies during the past season. The thanks of the Chamber are due to the Agents of the Railway Companies for so courteously complying with the wishes of the Chamber in this respect.

JOINT STOCK COMPANIES.

The following are among the Joint Stock Companies registered in Bombay during the year 1899 :—

NAMES.	Nominal amount of Capital.
	Rs.
Westralia Mount Morgans Syndicate, Limited	5,00,000
India Cattle Breeding and Agricultural Company, Ld....	40,000
Gujrat Agricultural Banking and Agency Company, Ld.	1,00,000
Commercial Co-operative Society, Limited.....	1,25,000
Indu Prakash Joint Stock Company, Limited	40,000
Huri Hur Mills Company, Limited	10,00,000
Syndicate of Commerce, Limited	50,00,000
Ahmedabad Khetiwadi Company, Limited.....	1,00,000
Jairam Mills, Limited.....	10,00,000
Ishwar Cotton Gy. and Pressing Company, Limited.....	3,00,000
Tapti Mills, Limited	5,00,000
Surat Agricultural Water-supply Company, Limited ...	20,000

STATEMENT showing the total Measurement of Bales and Miscellaneous Packages, with Receipts, Expenditure, &c.

Year ending	No. of Bales and Packages measured.	Receipts.	Expenditure.	Surplus Receipts.	Excess of Expenditure.
		Rs.	Rs.	Rs.	Rs.
From 18th May 1870 to 30th November 1872	Not recorded.	52,215	36,315	15,900	...
From 1st December 1872 to 30th November 1873 ...	1,086,577	16,995	15,291	1,704	...
Year ending 30th November 1874.....	1,402,379	21,707	18,986	2,721	...
Do. 30th Nov. 1875..	1,474,470	23,039	22,009	1,030	...
Do. 30th Nov. 1876...	1,240,034	19,375	22,355	...	2,980
Do. 30th Nov. 1877...	1,101,318	18,324	21,561	...	3,237
Do. 30th Nov. 1878...	1,040,961	20,837	23,287	...	2,450
Do. 30th Nov. 1879...	887,100	28,808	20,140	8,668	...
Do. 30th Nov. 1880...	1,163,545	33,219	20,084	13,135	...
Do. 30th Nov. 1881...	1,313,592	25,177	24,029	1,147	...
Do. 30th Nov. 1882...	1,892,796	33,225	24,757	8,468	...
Do. 30th Nov. 1883...	1,852,047	33,792	25,605	8,186	...
Do. 30th Nov. 1884...	1,814,986	33,404	22,604	10,800	...
Do. 31st Dec. 1885...	1,402,845	29,482	24,385	5,097	...
Do. 31st Dec. 1886...	1,748,856	32,693	21,582	11,310	...
Do. 31st Dec. 1887...	1,845,446	35,933	20,017	15,916	...
Do. 31st Dec. 1888...	1,659,273	36,371	21,057	15,314	...
Do. 31st Dec. 1889...	2,156,604	43,042	21,648	21,394	...
Do. 31st Dec. 1890...	2,330,935	45,872	23,171	22,701	...
Do. 31st Dec. 1891...	2,012,900	39,533	23,402	16,131	...
Do. 31st Dec. 1892...	1,946,389	38,017	24,495	13,522	...
Do. 31st Dec. 1893...	1,691,755	32,517	24,273	8,244	...
Do. 31st Dec. 1894...	1,708,723	33,665	25,156	8,509	...
Do. 31st Dec. 1895...	1,679,325	34,921	21,546	13,375	...
Do. 31st Dec. 1896...	2,049,862	40,061	22,240	17,821	...
Do. 31st Dec. 1897...	1,746,610	33,956	22,484	11,472	...
Do. 31st Dec. 1898 .	1,910,140	36,179	21,100	15,079	...
Do. 31st Dec. 1899...	2,132,663	41,684	21,041	20,643	...

STATEMENT showing the number of Miscellaneous Packages only, with Receipts therefrom Measured during the last twenty-two years.

Period.	Number of Packages.	Receipts.
		Rs. a. p.
1st Dec. 1877 to 30th Nov. 1878	89,327	2,791 7 6
1st ,, 1878 to ,, 1879	155,886	7,980 2 0
1st ,, 1879 to ,, 1880	165,182	10,317 10 0
1st ,, 1880 to ,, 1881	108,271	6,766 15 0
1st ,, 1881 to ,, 1882	100,106	6,256 10 0
1st ,, 1882 to ,, 1883	115,909	7,244 5 0
1st ,, 1883 to ,, 1884	117,665	7,354 1 0
1st ,, 1884 to 31st Dec. 1885	169,320	11,207 8 0
1st Jan. to ,, 1886	159,697	9,981 1 0
1st ,, to ,, 1887	189,273	11,829 9 0
1st ,, to ,, 1888	253,918	15,869 14 0
1st ,, to ,, 1889	235,276	14,704 12 0
1st ,, to ,, 1890	241,302	15,081 6 0
1st ,, to ,, 1891	227,583	14,223 15 0
1st ,, to ,, 1892	194,547	12,159 3 0
1st ,, to ,, 1893	166,024	10,376 8 0
1st ,, to ,, 1894	181,521	11,345 1 0
1st ,, to ,, 1895	223,341	13,958 13 0
1st ,, to ,, 1896	226,452	14,153 4 0
1st ,, to ,, 1897	202,313	12,644 9 0
1st ,, to ,, 1898	181,208	11,325 8 0
1st ,, to ,, 1899	216,593	13,537 1 0

The Committee have now only to render their thanks to the members of the Chamber for their ready attention to all matters on which they have had occasion to consult them; and to express their acknowledgments to His Excellency the Governor-General of India in Council, and to His Excellency the Governor of Bombay in Council for the courtesy and attention with which their representations have on all occasions been received.

APPENDIX—A.

BOMBAY CHAMBER OF COMMERCE.

Statement of Income and Expenditure for the year to 31st December 1899.

INCOME.	Amount. Rs. A. P.	Rs. A. P.	EXPENDITURE.	Amount. Rs. A. P.	Rs. A. P.
To Balance on 31st December 1898	.....	35,861 0 3	By Rent ..... Rs. 3,1:0 0 0		
Subscriptions	14,517 4 4		Less amount charged to Millowners' Association, etc. ..... ,, 900 0 0		
Publications	19,275 3 4		Printing—	2,220 0 0	
Measurement Fee Account—			Miscellaneous Papers ..... Rs. 1,224 8 0		
Measurement Fee Receipts.. Rs. 41,68[illegible] 9 10			Annual Report for 1898 ... ,, 1,620 0 0	2,844 8 0	
Less salaries to measurers, &c..... ,, 21,041 3 4			Advertisements	307 0 0	
	20,613 6 6		Newspapers and Books	626 10 1	
Interest on Fixed Deposits	1,875 0 0		Office Salaries, Postage and Receipt Stamps, Petty Charges, &c.	15,826 13 6	
Miscellaneous Receipts.....	172 14 11		Telegrams, Stationery, and cost of Weather and Crop Reports.....	2,751 7 6	
			Statistical establishment for preparing Daily and Weekly Trade Returns, Manifests, and other Statistics and Stationery..... Rs. 9,037 3 0		
			Printing do. ..... ,, 17,220 7 9	26,857 11 3	
Millowners' Association for Contribution to the Chamber's Statistical Department....	1,200 0 0		Millowners' Association Establishment, Wages for Clerks and Sepoy	1,099 0 0	
Balance of receipts over expenditure on Arbitration Fees	120 0 0		Auditors' Fee for 1899	100 0 0	
			Telephone Company from 1st March 1899 to 28th February 1900	200 0 0	
		57,803 13 1			52,833 2 4

			Funds of the Chamber as under:—				
			Fixed Deposits with the National Bank of India, Ld., bearing interest at 5 and 4½ per cent. per annum	15,030	0	0	
			Do. Chartered Bank of India, Australia and China, at 4½ per cent. per annum	23,000	0	0	
			Bank of Bombay Current Deposit account.	10,022	7	4	
			Cash in hand	126	0	0	
			Amount due by the Bombay Millowners' Association, &c.	175	0	0	
				48,323	7	4	
			Less salaries, &c., for December, unpaid	7,491	12	4	
							40,831 11 0
Total Rs		93,664 13 4	Total Rs.....				93,664 13 4

Examined and found correct.

FERGUSON & IRVINE,

Chartered Accountants.

Bombay, 24th January 1900.

APPENDIX B.

TELEGRAPH CHARGES BETWEEN INDIA AND EUROPE.

BOMBAY CHAMBER OF COMMERCE, 9th March 1899.

To the SECRETARY to GOVERNMENT, Public Works Department, Bombay.

SIR,—The principle of State aid to communication between parts of the Empire having recently received definite sanction from the institution of an Imperial penny postage, I am directed by the Committee of the Bombay Chamber of Commerce to renew the representations made to Government upon the subject of the Indo-European telegraphs.

2. If there were not, associated with the question of telegraphs, considerations foreign to the theory of posts, the official admission of the principle in regard to the latter might seem to remove all need of more than a simple request for the practical prosecution of that principle. For it is now an axiom that an Empire so dispersed as that of Britain can best mitigate the evils of dispersion by developing its means of communication.

3. Official support is ungrudgingly given to schemes designed to promote the better acquaintance of the English people and their subject races. But little evident progress has been made by the persons who for fifteen years have pointed out that no true mutual understanding can be attained until the Government shall have removed the cable monopolies which at present debar the inhabitant of one part of the Empire from timely and sufficient information respecting the acts and circumstances of the persons with whom he is invited to sympathise at the other side of the world.

4. While it is unfortunately difficult to measure the malign effects wrought by telegraphic disabilities upon the progress of

mere civil relations, this Chamber has in previous correspondence had the honour to show that the exorbitant charges made for telegraphy between India and the mother-country impose upon the foreign trade of the dependency a tax of one-quarter to one-half per cent. It need scarcely be added that such a burden is disproportionate both to the maximum gross profits of that trade and to the actual cost of the service.

5. During the last 23 years no effective reduction of tariff has been made in respect of telegrams from India to Europe; for the trivial gold reduction has been more than counterbalanced by the fall of silver. Yet in this period enormous strides have been made in the science and cheapening of electrical art. The rate per word from India to Shanghai has been reduced from Rs 5-11-0 in 1896 to Rs. 1-14-0 at present. That to Japan has in the same period been reduced from Rs. 7-14-0 to Rs. 3-7-0. The charge per word from England to America is one shilling. The only lines of connection upon which the public are excluded from the full benefit of those improvements or of the resultant economy are apparently those lines on which, as they bind the Empire together, lowness of rates is of especial importance.

6. In view of the preponderant importance of commercial interests both to the State and to the community, and in view of the obvious inference that charges which can be shown to press so severely upon trade and industry must retard progress, the foregoing considerations in the opinion of my Committee would by themselves justify a prompt and courageous assumption and development by Government of the cable routes for behoof of the nation, and a rigorous exercise of the Postmaster-General's prerogative in respect of landing rights to compel a reduction of Indo-European rates to something like sixpence per word. That sum represents the aggregate of the charges over the various sections of the Indo-Russo-German route, plus an estimate for the intervening uncabled territory.

7. The Governments controlling the foreign sections of that route manifest a distinctive comprehension of the importance of

cheap internal communication. Their rates are accordingly low; and it would probably be necessary to allow some enhancement as profit to those Governments upon alien messages in transit. But the Governments in question would be quick to see in the access of all the Indian telegraph traffic a means towards saving in their own service, and to recognise a source of profit in the continuous increase of volume which would, as this Chamber has so often contended, be induced by lowness of rates. The actual charge to the Indian customer would therefore probably be very little above the said ideal sum of sixpence per word; and it has been shown by experts that at a shilling a word the service would be not only solvent but profitable. The trivial reductions hitherto made in the charges have been largely illusory and wholly incapable of inducing any considerable expansion of traffic; but the four-per-cent. falling off in the "Private and Commercial" traffic recorded in the new Report of the Indo-European Department leaves no doubt as to what must be the ultimate effect of the present policy. A four-shilling rate not only shuts out all mere private customers, but drives commerce to the exercise of ingenuity in the elaboration of word-saving codes.

8. I am further to submit that under modern conditions it is necessary that Imperial communications should be not only perfected but safe-guarded. More than one incident in recent years has brought out the facts that contingencies may rapidly arise in which national salvation will depend upon our communications, and that these may be rendered useless in an hour by that violence or conspiracy from which no international law or treaty affords effective protection. I am to represent that the time is gone when reliance might safely be placed upon any telegraph system passing under the control of nationalities with which Britain might find itself in conflict. And I am to beg that His Excellency the Governor in Council may be pleased to move His Excellency the Viceroy in the matter, to the end that the Government of India may address itself resolutely and without loss of time to the making of exclusively British cables

for India, which cables, working at cost rates in the interests of the community, will induce a continuous increase in the volume of traffic to the profit of the service, the advantage of the country's commerce and the consolidation of national unity.

9. And I am to say in conclusion that if the Government of India be not prepared at present to engage in the construction of a cable or of cables the control and protection of which by England would be assured in time of war, it remains, in the opinion of my Committee, of the utmost importance, that, for the purposes of commercial expansion in time of peace, steps be taken without loss of time to complete either that route through Afghanistan which may become more practicable by virtue of the confidence subsisting between His Excellency the Viceroy and His Highness the Amir or the alternative route through Persia.—I have, &c.

A. ABERCROMBIE, Chairman.
FREDERICK NOEL PATON, Secretary.

No. B
230 OF 1899.

PUBLIC WORKS DEPARTMENT,
BOMBAY CASTLE, 20th April 1899.

To the CHAIRMAN, CHAMBER of COMMERCE, Bombay.

SIR,—With reference to your letter, dated 9th March 1899, on the subject of the Indo-European Telegraphs, I am directed to invite the attention of the Chamber to the Government of India's letter No. 38T, dated 25th January 1897, and accompaniment, forwarded with this Government letter No. 3T-249, dated 16th February 1897, in which reasons are given for the want of success which attended the efforts of the Indian delegates to obtain a reduction in the rates of messages, and to enquire whether the Chamber can advance any arguments likely to be accepted as outweighing those reasons, or which, notwithstanding those reasons, would justify the Government of India in a renewed endeavour to cheapen telegraphic communication.—I have, &c.,

. . . . . Under-Secretary to Government.

BOMBAY CHAMBER OF COMMERCE, 28th April 1899.

The SECRETARY to GOVERNMENT, Public Works Department, Bombay.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to acknowledge the receipt of your letter No. 230, dated 20th April, on the subject of the Indo-European telegraphs.

2. I am to say in reply that the letter of the Chamber, dated 9th March last, was written in full knowledge of the circumstances set forth in the Government of India's letter of the 25th January 1897. Those circumstances amounted to a refusal on the part of the Common Purse to accede to the proposals for a reduction of rates. An attempt was made to justify this refusal by a declaration that "they would not admit that the demand by the public for a reduction had been demonstrated to be a real one;" but my Committee cannot recognize as final a decision arising from a misapprehension of facts so complete as is here betrayed. On the contrary they take it that the reality and indeed urgency of the demand is not now open to question. The fact that the present telegraph charges constitute a tax of from $\frac{1}{4}$ to $\frac{1}{2}$ per cent. on the total value of the import and export trade with Europe completely oversets the suggestion of the Companies that the rates are not high in relation to that trade. And the profits continuously made by the Companies in question and by the Government Department related to those Companies are conclusive as evidence that the said charge is more than equivalent to the services rendered.

3. The fact that any sensible reduction of rates will and must produce a proportionate increase in traffic and in the resultant trade operations appears to my Committee so obvious as to require no demonstration; and I am charged to submit that the State will, through such reduction, gain in general revenue and in fiscal vitality very much more than it could lose through temporary restriction of its telegraph proceeds.

4. The estimated profit upon the Telegraph Department for the current year is shown in the Budget as Rx. 271,200, and

this under the present system goes to swell the general revenue. My Committee desire to submit that this system is an inversion of that which ought to be practised, and that the Telegraph Department which plays so large a part in the production of general revenue is entitled to, and would repay, a very large subsidy from that general revenue.

5. It has been more than once suggested that this subsidy might be made in the form of a guarantee accorded to the existing Companies against the temporary loss possibly to result from a reduction of rates ; and the fact has been cited that a sweeping reduction of rates made in respect of telegrams to Australia under such a Government guarantee has resulted in a direct profit larger than that made under the higher rates previously ruling.

6. But the parallel is probably imperfect. The refusal of the Companies to assent to a reduction of rates is by well-informed persons ascribed to the fact that their existing system is incapable of dealing with and profiting by a traffic augmented in anything like the ratio of increase produced on the Australian lines. And it is believed that their failure to supplement that system is due to a consciousness that the time is gone past when a private enterprise might expect to be allowed indefinitely to press upon and paralyse the very nerves of national enterprise and prosperity. They naturally refuse to forego present profit. Nor can they be expected to yield to argument unsupported by pressure.

7. My Committee therefore conceive that while advancing no argument likely to be recognised by the Companies as outweighing the contentions of the Common Purse, they have pointed to several considerations that not only would justify the Government of India in a renewed effort to shake the obstructive attitude of those Companies, but constitute a distinct call for some such effort. And I am to submit that in the view of this Chamber the end desired would be most advantageously and expeditiously attained by the construction by Government of an independent national cable system which will afford in

time of war that security of communications in which all Chambers of Commerce must conceive themselves to be very seriously concerned.—I have, &c.,

A. ABERCROMBIE, Chairman.
FREDERICK NOEL PATON, Secretary.

No. 3 T.—737 OF 1899.

PUBLIC WORKS DEPARTMENT,
BOMBAY CASTLE, 17th May 1899.

From the ACTING SECRETARY to the GOVERNMENT of BOMBAY to the SECRETARY to the GOVERNMENT of INDIA, Public Works Department.

SIR,—With reference to correspondence ending with your letter No. 38 T., dated 25th January 1897, I am directed to forward, for the consideration and orders of the Government of India, letters, noted in the margin, from the Chamber of Commerce, Bombay, containing certain suggestions on the subject of the Indo-European Telegraphs, and to state that His Excellency the Governor in Council is in favour of the adoption of any measures which may be found feasible to effect a reduction in the present high rate of telegraph charges between India and Great Britain.—I have, &c.,

Letter from the Chamber of Commerce, dated 9th March 1899.
This Government's letter to the Chamber of Commerce, No. 230 B., dated 20th April 1899.
Letter from the Chamber of Commerce, dated 28th April 1899.

S. B. DOIG, M. Inst. C.E.,
Acting Secretary to Government.

No. $\frac{\text{B.}}{315}$ OF 1899.

PUBLIC WORKS DEPARTMENT,
BOMBAY CASTLE, 19th May 1899.

Copy forwarded, with compliments, to the Chairman, Chamber of Commerce, Bombay, for information, with reference to the correspondence ending with the Chamber's letter dated 28th April 1899.

. . . . Under-Secretary to Government.

No. $\frac{5\ T.}{892}$ OF 1899.

PUBLIC WORKS DEPARTMENT,
BOMBAY CASTLE, 19th June 1899.

To the CHAIRMAN, CHAMBER of COMMERCE, Bombay.

SIR,—With reference to correspondence ending with your letter dated 28th April 1899 on the subject of the Indo-European Telegraphs, I am directed to forward herewith, for the information of the Chamber, a copy of a letter from the Government of India, Public Works Department, No. 522 C. W. T., dated 2nd June 1899.—I have, &c.,

E. G. DAWSON, Under-Secretary to Government.

No. 522 C. W. T.
GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
CIVIL WORKS.
Telegraph.

To the SECRETARY to the GOVERNMENT of BOMBAY, Public Works Department.

SIMLA, 2nd June 1899.

SIR,—With reference to your letter No. 3 T.-737, dated the 17th May 1899, I am directed to inform you that the representation on the subject of the telegraph rates between India and Europe which has been submitted by the Chamber of Commerce of Bombay has been carefully considered by the Government of India, who fully appreciate the importance of the question, and have addressed the Secretary of State with a view to securing a reduction of not less than 50 per cent. in the present tariff at as early a date as may be practicable.

2. I am to request that the Chamber of Commerce may be informed accordingly.—I have, &c.,

T. HIGHAM, Joint Secy. to the Govt. of India.

REDUCTION OF TELEGRAPH RATES BETWEEN INDIA AND EUROPE.

The case for the Companies.

The following letter and memorandum have been received by Mr. John Galloway, Chairman of the Glasgow Chamber of Commerce, with regard to the movement in favour of the reduction of the rates charged for telegraphing to India and the East :—

EASTERN TELEGRAPH COMPANY (LIMITED),
WINCHESTER HOUSE, OLD BROAD STREET,
LONDON, June 8th, 1899.

SIR,—Referring to our interview of the 1st instant, I now enclose copy of a memorandum which has been prepared with regard to the

Indian tariffs. This memorandum can be freely used, and it has been submitted to our partners, the Indo-European Telegraph Company.

I can only repeat that these Companies are willing to consider any offer which may be made to them by the Indian Government for a reduction of tariffs, and are equally prepared to bear a share of any loss of revenue which may be caused by the reduction required.—Yours, &c.,

J. DENISON-PENDER, Vice-Chairman.

MEMORANDUM.

From some years past the Companies carrying the traffic between Europe and India have been memorialised to reduce the Indian rate. The Companies have always expressed their willingness to reduce tariffs whenever experience has shown that a natural expansion of traffic has taken place and is likely to take place by a reduction of tariffs, and have also always been and are now willing to take a fair share in any reduction of tariff, if the Governments concerned would bear a proportion of the actual loss of revenue, the Companies not only bearing a share of the loss, but undertaking the extra expense of carrying any increased traffic. The reasons which have influenced the Companies with regard to the Indian tariff have been as follows :—

1. The traffic between India and Europe has been shown by experience to be a non-expansive one, and the Companies consider that it would require a very large reduction of tariffs to materially increase the actual traffic carried. The following figures will speak for themselves. The tariff was reduced to 4s. per word on July 1st, 1896 :—

	Words.	Revenue. (a) £
1885	2,158,521	394,270
1886	2,153,507	374,121
1887	2,134,002	342,271
1888	2,110,163	334,129
1889	2,029,149	328,490
1890	2,111,456	338,394
1891	2,250,074	354,749
1892	2,300,823	364,196
1893	2,367,353	376,237
1894	2,190,102	347,728
1895	2,195,916	358,724
1896	2,180,158	353,683
1897	2,370,013	370,428
1898	2,275,371	365,019

(a) Revenue of Administrations owning the telegraph lines between India and Europe.

2. In all the correspondence which the Companies have had with the merchants who are the actual users of the telegraph, we have never had a single application for a reduction of tariffs, but we have had applications to be allowed to send at a higher rate, in order that one person's telegrams might have the preference over those of others.

3. The perfection, to which the system of coding telegrams has been brought, practically reduces the charge of 4s. per word to India to about 2d. per actual word sent by the merchant, a figure that cannot be called dear.

4. If the traffic were to increase through a reduction of rate so as to recoup the Companies for the total loss made, it would necessitate the laying of extra cables between Great Britain and India, a single line of which could not be laid under a million and a-half of money, and if this large increase took place, the Companies would have to face this additional expenditure of capital, with the consequent annual charges for interest, maintenance and working.

APPENDIX C.

PROPOSED AMALGAMATION OF THE PRESIDENCY BANKS.

BOMBAY CHAMBER OF COMMERCE, 13th October 1899.

The SECRETARY to GOVERNMENT, Financial Department, Bombay.

SIR,—Notice has appeared in the public press of a reference made by His Excellency the Governor General in Council to a project of establishing a State Bank for all India, which reference was accompanied by a general invitation of public comment on the subject. The Committee of the Bombay Chamber of Commerce, holding it due to the invitation so graciously given that the matter should engage their immediate attention, have considered it so far as the existent deficiency of data permits.

2. It has been stated that the proposed State Bank will be created with a capital of 14 millions sterling, one of the objects being to maintain Exchange at 1s. 4d. This, my Committee contend, is equivalent to borrowing in gold which has been distinctly deprecated in the report of the Currency Commission. Before such an enormous capital would be likely to be subscribed by the public, and before such an institution could show reasonable prospect of profitable working, great concessions would require to be promised by the Government, such as the control of the note issue which at present is a valuable source of revenue to the country.

3. It is a question whether, if advantages are to be given by the Government, they should not take the form of improving and increasing the status and powers of the present Presidency Banks.

4. Such an institution as the State Bank is open to the objection that it is not in a full sense governed by the natural action of competition and the laws which control the natural flow of capital. It also leads to a temptation to control the money market, not in the interests of trade and industry only, but for maintaining exchange at an artificial and injurious level.

5. The Committee of the Chamber so long ago as 1867 pointed out that considering the geographical and commercial

position of Bombay, its requirements would not be properly served by a Bank having its head office in Calcutta. I am to mention that that opinion is still held by the present Committee.

6. When and if Government put forward more fully what the scheme is to be expert opinion can be taken, and my Committee would then be in a position to give the matter more detailed consideraction.—I have, &c.,

FREDERICK NOEL PATON, Secretary.

No. 5032 OF 1899.

FINANCIAL DEPARTMENT,
BOMBAY CASTLE, 25th October 1899.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter dated 13th instant, containing the observations of the Chamber on the project of establishing a Central Bank for India on a sterling basis to which a reference was made by His Excellency the Viceroy of India in a recent speech in the Viceregal Legislative Council. I am to state that a copy of your letter has been forwarded to the Government of India.—I have, &c.,

J. MUIR MACKENZIE, Secretary to Government.

No. 5123 A.

GOVERNMENT OF INDIA.
FINANCE AND COMMERCE DEPARTMENT.
ACCOUNTS AND FINANCE.
Presidency Banks.

CALCUTTA, 10th November 1899.

To the CHAIRMAN, BENGAL / BOMBAY / MADRAS / RANGOON / KARACHI / UPPER INDIA CHAMBER OF COMMERCE.

SIR,—The Government of India have recently had under consideration the question of amending the Presidency Banks Act, 1876, with a view to relaxing the restrictions on the business of the Banks which are imposed by sections 36 and 37 of the Act. The circumstances under which this question has been raised and the attitude which the

Government of India are at present inclined to adopt are explained in the speeches * made by His Excellency the Viceroy and the Honourable Mr. Dawkins at a meeting of the Legislative Council of the Governor General held on the 1st September. For the reasons there given, the examination of the question was postponed for a time, but it is probable that it will be taken in hand at an early date. In view of this possibility the Government of India would be glad to be favoured with the opinion of the Chamber on the proposal to relax the restrictions imposed by the Act and with suggestions as to the precise directions in which any relaxation should be made. I am to ask that the Chamber will consider the matter with special reference to the existing capital of the Banks.—I have, &c.,

* Copy enclosed.

H. HESELTINE, Asst. Secy. to the Govt. of India.

Copy forwarded to the Secretary and Treasurer, Bank of Bengal. Bombay. Madras.

By order,

H. HESELTINE, Asst. Secy. to the Govt. of India.

Extract from the Proceedings of the Council of the Governor General of India, assembled for the purpose of making Laws and Regulations under the provisions of the Indian Councils Acts, 1861 and 1892 (24 and 25 Vict., c. 67, and 55 and 56 Vict., c. 14), at its meeting on Friday, the 1st September 1899.

PRESIDENCY BANKS BILL.

The Hon'ble Mr. Dawkins moved that the Bill further to amend the Presidency Banks Act, 1876, be taken into consideration. He said :—"Last Friday, when asking leave to introduce this Bill, I reminded Council that strict limitations were imposed by the legislature on the business in which the Presidency Banks are authorized to deal, and I added that these limitations, to some extent, appeared to have survived the times and conditions which had rendered them necessary. With the permission of your Excellency, I would like to amplify the opinion which I then expressed incidentally. Upon its becoming known that we intended to introduce the purely formal amendment now before us, we were informed, through the Comptroller General, that the Bank of Bengal desired us to reconsider, in connection with this amendment, the refusal of Lord Elgin's Government to add the securities of assisted branch lines to the securities of

Railways guaranteed by Government in which alone the Presidency Banks may deal. We also received a telegram from the Madras Chamber of Commerce, asking us to introduce further legislation to empower the Presidency Banks to deal in the securities issued by District Boards with the authority of Government. The Presidency Bank of Madras and the Madras Government support the proposal.

"We have come to the conclusion, a conclusion which, I think, must commend itself to every reasonable man, that we could not tack on, in a hurry, legislation involving questions of principle to a purely formal amendment. Nor could we defer passing this formal amendment and give time for the mature consideration of these larger issues, as this amendment is urgent, its object being to enable the Presidency Bank of Bombay to deal in the securities of the loan already issued by the Bombay Improvement Trust.

"At the same time we do not wish to return a simple non-possumus to the requests of the Bengal Bank and of the Madras Chamber of Commerce, or, what is perhaps more disheartening, to postpone their consideration indefinitely. In the opinion of Government the time has come for reviewing the question of these restrictions on the Bank's operation, as there is ground for thinking that they may, to some extent, have survived the reasons for their imposition, and do unnecessarily hamper business and enterprise.

"The origin of these restrictions is, I think, generally known, but perhaps I may be allowed to refer to it. Formerly, as Hon'ble Members are aware, Government had a pecuniary interest in the Presidency Banks and was largely concerned in, and responsible for, their management. In 1872, after the failure of the old Bank of Bombay, it was decided that Government should divest itself of its interest in the Banks, and withdraw from active participation in their management. Protracted discussion took place for several years; and I find among the proceedings that a proposal was made, but not pressed, to allow the Presidency Banks the freedom and discretion of ordinary Banks in dealing in shares and stock. It was natural that the proposal was not pressed, for the failure, involving Government in considerable loss, of the old Bombay Bank, which for some reason had been freed from the restrictions imposed upon the other Presidency Banks, was primarily attributed by the Commission of Inquiry to speculative dealings encouraged by the absence of such restrictions. It was therefore felt that the business of the Presidency Banks must still be subjected to strict limitations in view of a variety of circumstances and principally,

of course, with the object of securing the safety of the Government balances entrusted to the Presidency Banks by special arrangement. Much has happened since 1876: new banks have grown up; new forms of enterprise have been started—but the principal factor remains constant: the Presidency Banks are still the custodians of the Government balances—and I do not think that any Bank in India, which receives custody of the Government balances, can expect to be without restrictions on the class of business in which it may engage these public balances. Two considerations must be borne in mind. The Presidency Banks depend to a quite exceptional degree for their cash balances on the Government account. As Sir J. Westland showed, in the busy season nearly 89 to 90 per cent. of these balances are supplied from the Government account: a fact which, added to the fluctuations in the rate of discount, may make us ask seriously how far the Presidency Banks have sufficient capital to allow of the absorption of the resources they command in enterprises, the securities of which might not be easily realizable.

"Again, the circumstances of India are peculiar. In England, if the Government were suddenly in need of money and the Bank of England had locked up the Government balances, it would not be of serious consequence. Money could be procured from a dozen other different quarters. In India, this would not be possible; and, indeed, we have a historic example in the embarrassment, which the inability or reluctance of the Banks to produce the money deposited with them, brought upon Government when confronted with the sudden emergency of the Orissa Famine.

"I have thought it necessary to trouble Council with this retrospect and explanation, because we shall have to keep this central and vital consideration in view when we proceed to consider how far existing restrictions can be relaxed. But having uttered this word of caution, I may express my opinion that some relaxation is desirable; and I may state that Government is prepared and has decided to examine the whole question exhaustively, and in no narrow spirit.

"There is, I think, no doubt that, as regards railways, the limitation of the Bank's operations to the securities of guaranteed Railways is a serious impediment to the promotion of those assisted railways which the Government has so often expressed a desire to encourage. I may say that this is the conviction of my Honourable Colleague, Colonel Gardiner, whose great practical experience and knowledge lends much weight to his views, and I congratulate Council that my

Honourable Colleague will be able to take part in the consideration of this question. He knows where the shoe pinches, and his familiarity with every branch of railway organization and with railway finance, will supply Government with valuable suggestions.

"To what precise extent we shall be able to authorize the Presidency Banks to deal in the securities of the various classes of assisted railways, I shall not of course be expected to indicate at this moment. But looking to the total capital of such branches and to the terms under which some of them are constructed, I do not think it will be impossible to devise such safeguards as would permit us to relax the prohibitions now placed upon the Presidency Banks in regard to dealing in some of their securities.

"I now pass to the question raised by Madras, that of authorizing the Presidency Banks to deal in the securities issued by District Boards, although this question, I may say, is not unconnected with that of railway development, in so far as District Boards may, as in the case of the Tanjore Board, themselves guarantee railways, etc., etc.

"I think we may admit that this is a question presenting less difficulty. District Boards and Municipalities, in the securities of which latter the Presidency Banks may deal, are equally considered as local authorities under the Local Authorities Loans Act of 1879, and require the same sanction from the Local Governments for their loan operations. The Municipalities and Port Trusts of the three Presidency Towns and Bombay City Improvement Trust alone stand on a different footing, as in the case of their operations the sanction of the Government of India, in addition to that of the Local Government, is required. But we thought the whole question of enlarging the area of securities in which the Presidency Banks may deal, might well be considered before further legislation was undertaken. No prejudice to the District Boards is likely to arise from the delay. The request from Madras has not been previously pressed upon Government, and there is no urgency, for, as a matter of fact, the District Boards almost invariably prefer to borrow from Government to borrowing in the open market, as they can get better terms from Government. Up to the present moment only two District Boards have raised money in the open market."

His Excellency the President said:—"I should like to add a few words upon the subject touched upon by the Hon'ble Mr. Dawkins in the remarks to which we have just listened. The speech which he

has made represents the views that are unanimously entertained by the Government of India. The question that has been raised by him is one, in my opinion, of great importance, and one upon which I should be grateful for the enlightenment and backing of public opinion. The bill now before us, as he has told us, is one for a more or less formal amendment of the Presidency Banks Act of 1876, so as to admit to the list of securities, with which the Banks are at present permitted to deal, a particular security which has only hitherto been excluded, because, when the Act was last re-enacted, the Bombay City Improvement Trust had not yet been called into existence. The proposal, however, adumbrated by the Finance Member, contemplates a still further extension of these securities in the future by including in them the scrip of subsidiary assisted railway companies.

"Now, under the existing law, the Presidency Banks are prohibited from dealing in them. We are disposed, as my Hon'ble Colleague has pointed out, to relax those restrictions, in the first place, in the interest of the Banks, so as to increase the scope of their operations, but, secondly, and still more, in the interest of the investing public, and of the general development of the country which we all have so much at heart. But here I must interpolate a word of caution. We are anxious to be generous; but we are bound to be prudent, and there is a certain point beyond which we cannot go.

"The Presidency Banks, as the Honourable Mr. Dawkins has pointed out, are not like ordinary Banks. No relaxation of restrictions, even if such were possible in an extreme degree, could make them so. They differ, because the bulk of their cash balances—or what I suppose I may call their loanable capital—is supplied by Government, and because, if we subtract this at any given moment, they are not, as a rule, in possession of sufficient independent capital to enable them to conduct operations on a large scale. The Government, therefore, is under a peculiar responsibility for these Banks, and we are bound to enforce special regulations for the protection and the security of the balances which we ourselves have provided. We cannot afford to jeopardize them in the interests of general philanthropy. Within these limits we desire to do all in our power to free the Banks from artificial bandages, and to give to them ample liberty of movement. But herein I should like to point out that a reciprocal obligation, in my judgment, is involved. We do not contemplate these steps merely in order to provide a new field for the employment of Government balances. What we want to do is to enlarge the opportunities avail-

able for the employment, in enterprises indigenous and beneficial to the country, of capital, both English and Native. It will be for the latter to profit by the occasion. The Government cannot do more than open the door. It will then be for the investing public to walk in.

"And here I am tempted to indulge in a further reflection. An examination of the existing system leads me to doubt whether the banking institutions of India are at all adequate to the growing needs of the country. This is a conviction that is gaining ground outside of India, and that I believe already exists in India itself. You will find substantial testimony to it in the speech delivered by the Secretary of State in the House of Commons in the Budget Debate three weeks ago, and you will notice that his sentiments on the subject were re-echoed by his predecessor, Sir Henry Fowler. Here we are at the end of the nineteenth century, with 22,500 miles of railway opened in this country; with the telegraph wires connecting all our important cities and centres; with business operations being conducted every year on a larger and increasing scale. Moreover, we are looking forward, if we can settle our Currency difficulties, to a considerable expansion of financial and industrial enterprise. And yet, in respect of banking, it seems to me that we are behind the times. We are like some old-fashioned sailing ship, divided by solid wooden bulkheads into separate and cumbrous compartments. This is a state of affairs which it appears to me can hardly continue. I can well believe that local interests will require to be consulted, and we must be careful to see that no injustice is done. But I cannot think that any sectional prepossessions should be allowed to stand in the way of a consolidation and concentration of banking facilities which strike me as being required in the interests of the business accommodation and credit of the country. Should we succeed in effecting any such amalgamation—should we get any such Central Bank, established on a sterling basis, giving us access to the London market—then I think we might with safety dispense with many of the existing restrictions, because we should have, on the hypothesis of a common Currency with England, a permanent and stable link between the Indian and English markets. This is a question worthy of serious examination, and which I submit, with these few introductory remarks, to the consideration of the financial and mercantile public."

The motion was put and agreed to.

The Honourable Mr. Dawkins moved that the Bill be passed.

The motion was put and agreed to.

BOMBAY CHAMBER OF COMMERCE, 20th December 1899.

To the SECRETARY to the GOVERNMENT of INDIA, Finance and Commerce Department, Calcutta.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce I have the honour to acknowledge the receipt of your letter No. 5123A., dated 10th November 1899, with copy of the speeches made by H. E. the Viceroy and the Honourable Mr. Dawkins on the 1st September last on the subject of amending the Presidency Banks Act of 1876.

2. These speeches have had the best consideration of my Committee, and I am now directed to reply that the members approve of the proposal to relax the restrictions imposed upon the Presidency Banks by the Act, and would further recommend that these Banks be permitted to borrow out of India. There is, in the opinion of the Committee, no reason to suppose that such relaxation and permission if conceded to the Presidency Banks as at present constituted would lead to rash borrowing or investment or to the tying up of capital for any excessive length of time. Nor has the Committee any doubt that the Banks in question are fully capable of providing more working capital when required. Attention has been particularly drawn to the amount of Government deposits with the Presidency Banks and the proportion borne by such deposits to the Banks' resources has been by implication very greatly exaggerated. The comparison instituted by the Honourable Mr. Dawkins between Government Account and the Banks' Cash Balances is calculated to mislead the public; for the Banks' Cash Balances, which it is, of course, the endeavour of the management to keep as low as possible, do not in any way represent the Banks' available resources. In point of fact the ratio of Government Account to the Banks' available resources is understood not to exceed 15 per cent., and the sum is generally least when trade demands are greatest. In the opinion of the Committee too much has perhaps been made of the recent periods of tightness as being due to a want of sufficient capital in the country, notably in the hands of the Presidency Banks. Stringencies in

the money market have been not infrequently due to want of confidence in exchange, precariousness of credit and consequent withdrawal of native capital from circulation in the bazaar, and, as this Chamber has already had the honour of representing, to the practice of locking up enormous Treasury balances at the moment when money is most in demand.

3. It is understood, however, that Government at present entertains the project of giving such relaxation or expansion not so much to the Presidency Banks as to a Central Bank for all India to be formed by amalgamation of the Presidency Banks. The Committee have had the advantage of hearing Mr. O'Conor, Director-General of Statistics, on the subject, but it appears to them that the proposals as to the precise constitution and functions of the said Central Bank are too indefinite for thorough consideration.

4. Such points as :—

(*a*) the amount of capital,

(*b*) the conditions of note circulation,

(*c*) the cost of managing it,

(*d*) the possibility of dispensing with the system of note circles, and

(*e*) the practical convertibility of the rupee, with its attendant problem of the control of the gold reserve, are all questions of great importance ; and the Committee feel themselves in want of the necessary detail to appreciate their effect.

5. The most important of these points is that of the amount of capital to be controlled by the Bank. The Committee understand that it is not to have more Government support than the present Presidency Banks, and, therefore, similar conditions of management must be followed and the capital must be kept down to what can be profitably employed. At the same time the Bank is to have large currency duties to perform, *i.e.*,

(*a*) to establish the 1s. 4d. exchange, or in other words the gold standard,

(*b*) to maintain a steady and a lower rate of discount throughout the country, and

(*c*) to undertake convertibility.

To maintain any effective control on these three unknown quantities under probable and improbable circumstances would call for the holding of large and idle reserves ; it, therefore, appears that there are two opposite factors to be considered with this question of capital, and without knowing the views of Government this essential point cannot be dealt with. The mere addition of three or four million pounds to the available Banking funds could have but little effect on the development of a vast country like the Indian Empire, and any really large increase of capital under one control would be difficult of profitable employment, competing, as it would have to do, with the internal native banking concerns and the powerful Banks of the Capital Towns.

6. The Committee are not satisfied that mere amalgamation of the Banks would be likely to confer benefit in any general sense ; on the contrary they look upon India and Burmah as too vast an area to be effectively served by one Central Bank. Whatever rules might be laid down for the autonomy of the various Presidency Offices and for the universal character of the general management, one or other of the Presidency Towns would inevitably and immediately become the real seat of such general management and reap the advantages of such domicile to the detriment of the other two. The Committee, therefore, consider that the interests of commerce will be better served by development of the separate fields than by their consolidation ; for in the opinion of the members the fusion of the Presidency Banks—so far from increasing credits as is assumed—would have the opposite effect and restrict them.

7. A good deal has been said about the advantages the new Bank would secure in the way of an even flow of capital throughout the country ; but the Committee do not at present see how the conditions necessitating the so-called water-tight Treasury compartments are to be altered so as to afford the public greater convenience without a corresponding strain on the Bank. And they remain of opinion that no method has yet been indicated that would be likely in practice to cause a

quicker and more effective distribution of money than that which is at present governed by the imperative calls of trade.

8. It has been stated that with India's currency difficulties settled a considerable expansion of financial and industrial enterprise would follow. Whilst not gainsaying that the inflow of British capital consequent upon a stable rupee might be considerable, the Committee would point out that here in Bombay the rapid and enormous growth of the mill industry points to the fact that where prospect offers the means are readily found for carrying out industrial schemes.

9. Coming to the note issue, it is not clear to the Committee that any substantial and immediate benefit would accrue to the Bank from the proposed concession that it should only derive benefit on the increased issue of notes it could succeed in placing in circulation. Such an increase could only be looked for to take place gradually ; and although the general interchangeability of the notes as compared with the present limited note circles should make the paper more popular, still it is a fact of to-day that in the interior coin and not notes is the medium of exchange.

10. On the question of convertibility the Committee incline to think that, although the undertaking is by no means absolute, it might, if liberally acted upon, serve to encourage the free inflow of sterling capital ; they, however, doubt whether France, with its enormous gold reserve and without external debt, should be compared with a country so differently situated in these two respects as the India of the present day.

11. On the whole the Committee consider that the interests of the trading community would be best served by improving the means at hand and allowing further time to help towards the solution of a problem (the currency legislation) which has no exact counterpart in other parts of the world.—I have, &c.,

A. ABERCROMBIE, Chairman.
FREDERICK NOEL PATON, Secretary.

APPENDIX D.

RAILWAY EXTENSION.

ANNUAL CONFERENCE.

No. 540 of 1899.

P. W. Department, Railway Branch,
Bombay Castle, 9th March 1899.

To the Secretary, Chamber of Commerce, Bombay.

Sir,—I am directed to forward herewith, for the information of the Chamber, a copy of a letter No. 018-R.P., dated 1st March 1899, from the Secretary to the Government of India, Public Works Department, intimating that all proposals for the consideration of the next yearly Railway Conference, which will assemble at Simla in the summer of 1899, should be submitted, so as to reach the Government of India not later than the 15th May 1899.—I have, &c.,

J. WILLCOCKS, Under-Secretary to Government.

No. 539 of 1899.

P. W. Department, Railway,
Bombay Castle, 9th March 1899.

Letter from the Secretary to the Government of India, Public Works Department, No. 018-R.P., dated 1st March 1899 :—

"I am directed to inform you that the yearly Conference to consider the question of railway extension in India will assemble at Simla in the summer of this year, and that any further proposals or fresh information in connection with projects which have already been submitted by your Government for the consideration of past Conferences, as well as any proposals for new lines not yet considered, should be submitted, so as to reach the Government of India *not later than the 15th May.*

"2. I am also to impress upon you the importance of submitting, with all proposals, the fullest information obtainable in regard to the estimated cost and financial prospects of the projects proposed, so as to assist the Conference in forming an opinion upon their merits."

RESOLUTION.—To be communicated to the Consulting Engineer for Railways and to the Railway Administrations under the control of this Government for information.

2. A copy should also be forwarded to the Chamber of Commerce, Bombay, and the Commissioner in Sind.

J. WILLCOCKS, Under-Secretary to Government.

NAGDA-BARA-MUTTRA LINE.

No. 570 OF 1899.

P. W. DEPARTMENT, RAILWAY BRANCH,
BOMBAY CASTLE, 13th March 1899.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—In reply to your letter, dated the 5th December 1898, regarding the Nagda-Bara-Muttra Railway Extension, I am directed to forward, for the information of the Chamber, the accompanying copy of a letter from the Secretary to the Government of India, No. 8-R.P., dated the 15th February 1899.

2. In doing so, I am to point out that the construction of the Agra-Delhi Chord will secure unbroken broad gauge railway connection between the North-West Provinces and Bombay over the Indian Midland and Great Indian Peninsula Railways, running powers with equal facilities being given to all the broad gauge railways over the Chord, and as the East Indian Railway with its interests towards Calcutta will be eliminated from the route, full play will be given to the railways interested in Bombay over a through route between that Port and Delhi, not much longer than the route via the proposed Nagda-Bara-Muttra Line.—I have, &c.,

J. WILLCOCKS, Under-Secretary to Government.

Copy of letter No. 8-R.P., dated 15th February 1899, from the Secretary to the Government of India, Public Works Department, to the Secretary to the Government of Bombay, Public Works Department, Railway.

I am directed to acknowledge the receipt of your letter No. 81, dated the 14th January 1899, with which you forward a copy of a representation from the Bombay Chamber of Commerce against the

delay in the construction of the Nagda-Bara-Muttra Railway, and express the hope that funds will be provided for the carrying out of this connection at the earliest possible date.

2. In reply, I am to say that the Government of India fully appreciated the importance of the Nagda-Bara-Muttra project to Bombay, and they have, therefore, included the Agra-Delhi Chord Section of the project in the programme of railway construction for the three years ending 1902.

BOMBAY CHAMBER OF COMMERCE, 29th April 1899.

The SECRETARY to GOVERNMENT, Public Works Department, (Railway Branch), Bombay.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to acknowledge the receipt of your letter No. 540, dated 9th March, with an enclosure, intimating that proposals for the consideration of the next yearly Railway Conference should be submitted not later than the 15th May, and also of your letter No. 570, dated 13th March, conveying the sense of the reply made by the Government of India, concerning the representations renewed by this Chamber on the subject of the Nagda-Bara-Muttra Railway Extension, by their letter dated 5th December 1898.

2. In compliance with the first of these two letters, I am directed now to say that the members of my Committee are unable to imagine on what grounds the Government of India conceives the Agra-Delhi Chord line to be a fit substitute for the Nagda-Bara-Muttra line. The reduction of distance to be effected by the construction of the said chord line is trivial; and while it will doubtless contribute to the convenience of traders in a limited region, already served by the adjacent railway at Aligarh, it will do nothing whatever to open up a great and fertile tract such as that to be penetrated by the Nagda-Bara-Muttra Extension. The substitution of the one scheme for the other appears to my Committee, therefore, to realise the misgivings recited in paragraph 5 of their letter of the 5th December.

3. I am directed to say that the proposal of Government does not commend itself to the members of my Committee as in any sensible measure meeting those requirements of trade which they have now for so many years patiently reiterated for the consideration of Government, or as affording any earnest of the recognition of the indisputable principles and undeniable considerations they have repeatedly adduced in favour of that line which, in the unanimous opinion of all commercial men, would most assuredly yield great results to the trade and revenue. The claims of that Railway to preferential consideration were recognised so long ago as March 1897 and were set forth by the Hon'ble Sir A. Trevor in his *Memorandum on the preparation of the Programme of Railway Extension in India for the years* 1896-97, 1897-98, 1898-99. "On the other hand, it seemed desirable, looking to the future, to come to some conclusion as to which of the larger schemes for through lines ought to be taken in hand when opportunity offered, which there was some reason to hope might be before the end of the three years. After full consideration, the Conference decided that the through connection from Nagda to Muttra and Delhi was to be preferred. In forming this opinion the Conference was influenced by the following facts amongst others :—

"(1) That the large schemes now in hand will benefit Bengal, Madras, Assam, and Burma, and that therefore a scheme in which Bombay and Upper India are interested has a strong claim to come next in order.

"(2) That it has long been acknowledged that the Rajputana-Malwa Railway is unable to carry all the traffic offered to it, and that this scheme will relieve that pressure.

"(3) That several of the Chiefs of Rajputana and Central India are anxious to develop the resources of their States by the introduction of Railways within this large tract of country, and that this line is necessary to enable them to do so effectively."

4. My Committee is conscious of no flaw in the arguments already submitted ; and nothing new can therefore be usefully added thereto. This Chamber has in the past abstained from discussion of details and contented itself with pressing upon Government the relevance of those principles which it conceives to be indisputable and which commend and sanction the Nagda-Bara-Muttra project. And the fact that the Chamber does not for the present urge afresh upon Government the claims of the Sirsa-Kuchaman Road line is due to their determination that nothing should complicate or detract from the force of those representations which they confidently crave His Excellency the Governor in Council may be pleased to make to His Excellency the Viceroy in the matter of the Nagda-Bara-Muttra Extension.

5. I am directed, however, to express the satisfaction felt by the members of this Chamber on learning that the principle of the encouragement of private enterprise in railway construction has received further sanction through the concession made to a firm of this city in respect of the Ahmedabad-Dholka line. So long ago as 1891 this Chamber, in a letter dated 1st December, urged upon Government at once the principle in question and the execution of this particular project ; and my Committee now desire to express a hope that the project will be given its fullest effect and fruition by the sanction of its extension to Dhollera and Ranpur by way of Dhundooka. It is difficult to compete with cart traffic upon short distances, and the information before my Committee goes to show that the extension to Dhollera will not only give great satisfaction both to the business community at Ahmedabad and to the residents and officials in the fertile regions to be penetrated, but will tend to augment the sea-borne traffic with Bombay in articles that are at present barred by the heavy cost of a long railway transit.—I have, &c.,

A. ABERCROMBIE, Chairman.
FREDERICK NOEL PATON, Secretary.

No. 1546 OF 1899.

P. W. DEPARTMENT, RAILWAY BRANCH,
BOMBAY CASTLE, 30th June 1899.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—Your letter dated the 29th April 1899, regarding the construction of the Nagda-Bara-Muttra Railway was duly forwarded for the consideration of the Government of India.

2. I am now to forward, for the information of your Chamber, a copy of the reply of the Government of India No. 96-R.P., dated the 17th June 1899.

3. With reference to the proposed extension of the Ahmedabad-Dholka Railway to Dhollera and Ranpur, which is adverted to in your letter, I am to state that the proposal is, at present, under the consideration of this Government. The views expressed by the Chamber will receive due consideration when this Government forwards its own views on the proposal to the Government of India.—I have, &c.,

J. WILLCOCKS, Under-Secretary to Government.

Copy of letter No. 96-R.P., dated 17th June 1899, from the Secretary to the Government of India, Public Works Department, to the Secretary to the Government of Bombay, Public Works Department, Railway.

I am directed to acknowledge the receipt of your letter No. 1202, dated the 18th May 1899, with which you forward, for the consideration of the Government of India, copy of a letter from the Chamber of Commerce, Bombay, relative to the construction of the Nagda-Bara-Muttra Railway.

2. The Chamber of Commerce appear to consider that the Agra-Delhi Chord line has been sanctioned as a substitute for the Nagda-Bara-Muttra project, and therefore press upon the Government of India the superior importance of the latter line as compared with the former.

3. In reply, I am to request that it may be explained to the Chamber that the Agra-Delhi line is the northern link of a through standard gauge connection between Bombay and Delhi via Nagda, and that owing to financial exigencies no provision could be made for the lower section from Muttra to Nagda in the programme of railway construction during the three years ending 1901-2.

4. With reference to the proposed extension of the Ahmedabad-Dholka Railway to Dhollera, referred to in paragraph 5 of the Chamber's letter, I am to request that the Chamber may be informed that the proposal is at present under the consideration of the Local Government.

BOMBAY CHAMBER OF COMMERCE, 6th July 1899.

The SECRETARY to GOVERNMENT, Public Works Department, (Railway Branch), Bombay.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to acknowledge the receipt of your letter No. 1546, dated 30th June, enclosing a copy of the reply of the Government of India on the subject of the Chamber's recommendations regarding the Nagda-Bara-Muttra Railway.

I am directed to say that paragraph 2 of the copy of letter No. 8-R.P. of the Government of India, dated 15th February, which copy accompanied your letter No. 570, dated 13th March, seemed clearly to indicate that the Agra-Delhi Chord line was proposed as a substitute for the Nagda-Bara-Muttra scheme. As no such substitution is contemplated, I am desired to beg that the importance of the scheme in question may not be lost sight of by Government, and to solicit information as to the date at which its inauguration may be looked for.—I have, &c.,

FREDERICK NOEL PATON, Secretary.

No. 1645 OF 1899.

P. W. DEPARTMENT, RAILWAY BRANCH,
BOMBAY CASTLE, 12th July 1899.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter, dated the 6th July 1899, stating that your Chamber desire that the importance of the Nagda-Bara-Muttra Railway scheme may not be lost sight of by Government.

The Chamber also solicit information as to the date at which the inauguration of this scheme may be looked for.

2. In reply, I am to state that para. 2 of the Government of India's letter No. 8-R.P., dated the 15th February 1899, and para. 3 of the Government of India's No. 96-R.P., dated the 17th June 1899, practically give the assurance and information the Chamber require.

3. The Chamber will observe that in para. 2 of their No. 8-R.P., dated the 15th February 1899, the Government of India clearly say that they "fully appreciate the importance of the Nagda-Bara-Muttra project" to Bombay.

And in para. 3 of their No. 96-R.P., dated the 17th June 1899, the Government of India state that the Agra-Delhi line is the *Northern Link* of a through standard gauge connection between *Bombay and Delhi* via Nagda, and that owing to financial exigencies no provision could be made for the *lower section* of this through connection, *i.e.*, from Muttra to Nagda in the current triennial programme of railway construction.

4. The Chamber will observe that the Government of India have practically taken up the Nagda-Bara-Muttra-Delhi line as one project.

5. Work on the Agra-Delhi section will, as at present contemplated by the Government of India, be probably taken in hand in the year 1900-1901.—I have, &c.,

J. WILLCOCKS, Offg. Secretary to Government.

FEEDER LINES.

No. 6899 OF 1899.

BOMBAY, BARODA AND CENTRAL INDIA RAILWAY,
INCLUDING RAJPUTANA-MALWA RAILWAY,
AGENT'S OFFICE, BOMBAY, 28th July 1899.

To the SECRETARY, CHAMBER OF COMMERCE, Bombay.

SIR,—I am requested by the Government of India to furnish a list of any branch lines in connexion with the railways under my control, which it may be considered desirable to construct as feeder lines to the B. B. & C. I. Railway through the Agency of private companies as in the case of the Ahmedabad-Parantij and Tapti Valley Railways.

2. I have therefore the honour to enquire whether there are any districts bordering on the B. B. & C. I. Railway through which your Committee think a branch line as a feeder might with advantage be constructed.—I have, &c.,

W. HARVEY, Acting Agent.

BOMBAY CHAMBER OF COMMERCE, 18th August 1899.

The ACTING AGENT, B. B. & C. I. & R.-M. Railways.

DEAR SIR,—Referring to your letter No. 6899 of the 28th July 1899—the reply to which has been unavoidably delayed—I am instructed to say that your communication has been circulated to members of the Chamber generally, but as no suggestions have been received, the Committee regret they are not in a position to put forward any definite proposals with respect to the construction of feeder lines in connection with the B. B. & C. I. Railway.—I am, &c.,

FREDERICK NOEL PATON, Secretary.

RAILWAY COMMISSION.

No. 2356 OF 1899.

P. W. DEPARTMENT, RAILWAY BRANCH,
MAHABLESHWAR, 23rd October 1899.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to forward, for your information, copies of the undermentioned letters from the Government of India.

2. I am to request that you will be good enough to inform me, at an early date, of the names of any members of the Chamber of Commerce who desire to give evidence before the Commission.

3. The Commission will probably assemble early in November; the exact date and place of meeting will, when determined, be duly advertised in the Bombay newspapers.—I have, &c.

G. A. ANDERSON, Offg. Secretary to Government.

Copy of letter No. 244-R.P., dated 13th October 1899, from the Secretary to the Government of India, Public Works Department, to the Secretary to the Government of Bombay, Public Works Department, Railway Branch.

I am directed to ask, in anticipation of the date fixing the sitting of the Railway Commission, consisting of Sir Arthur Trevor, Mr. Upcott and Honourable Mr. Allen Arthur, to decide on the question of, first, the necessity for the Bombay Port Trust Railway and, secondly, whether it should be made and worked by the Port Trust or the Great

Indian Peninsula Railway, that you will have such arrangements made as will enable the Commission to sit and hear evidence in a public room, and that the time and place shall be duly advertised beforehand.

2. The selection of the gentlemen who may desire to give evidence and the appointment of a Secretary to the Commission, probably an officer of the Consulting Engineers' staff, will, I am to say, be settled by you. It is thought that four or five days should be sufficient to complete the inquiry which is one not requiring the attendance of anyone outside Bombay, while the views of the Port Trust and the Railway Company are set forth in full in the Government Proceedings.

3. The date will be communicated to you after the arrival in Simla of Sir Arthur Trevor.

RAILWAY CONFERENCE, 1899.—PROCEDURE IN CONNECTION WITH THE PROSECUTION OF RAILWAY CONSTRUCTION IN INDIA.

No. 206 R.P.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY PROJECTS.

RESOLUTION.

SIMLA, 16th September 1899.

READ—

Memorandum, dated the 7th September 1899, from the Secretary to the Departmental Committee, which assembled by order of His Excellency the Viceroy on 15th August 1899.

OBSERVATIONS.—With the memorandum read above were forwarded for the approval of the Government of India the proceedings of a Committee, which assembled on the 15th August 1899, to consider the question of railway extension in India. The definite measures proposed by the Committee are the—

(*a*) Preparation of a continual triennial programme of railway construction in place of the present three years' forecast.

(*b*) Constitution of a small travelling Commission to enquire into local interests affecting railway schemes.

(*c*) Editing and publication, in a suitable form, yearly of lists of railway projects which are before the Government of India for consideration. Such lists to exclude purely strategic railways.

The new proposals are only put forward as tentative and experimental, and if approved, are recommended for early adoption.

RESOLUTION.—The Governor-General in Council is pleased to accept the recommendations of the Committee and to decide as regards the first of the recommendations made (*a*) that the system of a continual triennial programme of railway construction be adopted in connection with the annual programme now under preparation, and that the new system be given a wider scope by requiring all Railway Administrations to conform to the principle, and to submit their schedule of demands for capital works in the form adopted for State railways. The schedule should be submitted annually, and the figures for the two years that formed a part of the previous schedule should be revised in the light of subsequent orders and the latest information available : the figures for the additional year being added upon the best forecast that can be made.

2. As regards recommendation (*b*) the formation of a small travelling Commission to enquire into local interests affecting railway schemes is also authorised. For the present the Commission will only be constituted as a temporary body to be assembled as occasion may arise, and the dates of its sitting and the scope of its enquiries will be publicly notified. The Commission will sit and take evidence in public and will be open to interested parties who desire to appear in person, or by counsel, or by duly authorised representative.

3. The Commission shall consist at present of the Honourable Member for Public Works, the Secretary to the Government of India, Public Works Department, Railway Branch, and a third unofficial member of the commercial community, approved by the Local Government of the Province in which the enquiry is to be held, who shall be entitled to suitable remuneration and travelling accommodation while serving on the Commission. It follows, therefore, that the third unofficial member to fulfil the condition of ability to form opinions unbiased by local interests will be nominated anew, as the circumstances of the enquiry and locality may demand. A Secretary to the Commission and small clerical staff will also be appointed by the Commissioners as required.

4. The third and last of the proposals, (*c*), is also approved, and the work of preparing, in a suitable form, the history of the railway projects placed before the meeting of the 15th August 1899, excluding Frontier lines, is authorised and, when completed, should be issued to the public.

ORDER.—Ordered, that this resolution be published in the *Gazette of India*.

Ordered, also, that a copy of this resolution be communicated to the Local Governments and Administrations, and to the officers noted in the margin, for information and guidance, and to the Governments of the North-Western Provinces and Oudh and the Punjab, the Chief Commissioner of the Central Provinces, the Agents to the Governor General in Central India and Baluchistan, the Resident in Mysore, and to the Accountant General, Public Works Department, for information.

The Governments of Madras, Bombay, Bengal and Burma.
The Chief Commissioner of Assam.
The Resident at Hyderabad.
The Agent to the Governor General for Rajputana.
The Consulting Engineers to the Government of India for Railways, Calcutta, Lucknow and Assam.
The Managers of the North-Western, Oudh and Rohilkhand, Eastern Bengal and East Coast (State) Railways.

F. R. UPCOTT, Secretary.

BOMBAY CHAMBER OF COMMERCE, 3rd November 1899.

The SECRETARY to GOVERNMENT, Public Works Department (Railway Branch), Bombay.

SIR,—With reference to your letter No. 2356 of the 23rd October 1899—the reply to which has been unavoidably delayed—I am instructed to say that the following gentlemen have been nominated by the Committee of the Bombay Chamber of Commerce to give evidence before the Railway Commission :—

The Hon'ble Mr. A. Abercrombie.
A. Zygouras, Esq.
J. M. Dick, Esq.
J. Tintner, Esq.

I have, &c.,

FREDERICK NOEL PATON, Secretary.

BOMBAY CHAMBER OF COMMERCE, 8th November 1899.

The SECRETARY to GOVERNMENT, Public Works Department (Railway Branch), Bombay.

SIR,—In continuation of my letter of the 3rd instant, I am instructed to say that the gentlemen named below have been nominated by the Committee of the Chamber to give evidence before the Railway Commission in addition to those whose names have already been communicated to you :—

F. W. Bickel, Esq.
H. E. E. Procter, Esq.

I have, &c.,

FREDERICK NOEL PATON, Secretary.

APPENDIX E.

POSTAL FACILITIES.

POSTING REGISTERED LETTERS.

BOMBAY CHAMBER OF COMMERCE, 28th April 1899.

The POSTMASTER GENERAL, Bombay.

SIR,—The Committee of the Bombay Chamber of Commerce, recognising the great anxiety you have shown to perfect the postal service in Bombay and to adapt it in all respects to any reasonable demands of the community, have directed me to enquire of you whether there would be any insuperable obstacle to an arrangement under which registered letters for Europe could be received up to 12 o'clock noon instead of 11 o'clock on the days of departure of European mails. There is really no time to procure and register Bank Drafts before the earlier hour, and the Committee are convinced that the extension of time would be greatly appreciated and largely taken advantage of by the mercantile public.

I am further to recommend that, if possible, it should be arranged that inland letters on ordinary days be registered up to 6 instead of 5 p.m.

The present arrangement practically precludes the despatch of many important documents on the date of their preparation, and in India this often involves a delay of 24 hours in delivery. —I have, &c.,

FREDERICK NOEL PATON, Secretary.

No. 3658.

BOMBAY, 8th May 1899.

From the POSTMASTER GENERAL, Bombay, to the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I have the honour to acknowledge receipt of your letter dated 28th April, and to say that the subjects which you have therein brought to my notice are now under consideration. The decision arrived at will be duly communicated to you.—I have, &c.,

W. MAXWELL, Offg. Postmaster General.

No. 11222.

BOMBAY, 19th July 1899.

From the POSTMASTER GENERAL, Bombay, to the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—In continuation of my letter No. 3658, dated the 8th May last, I have the honour to forward for your information a copy of a Postal Notice which has now been issued, extending the hour of posting of registered letters for the English mail from 11 a.m. to 11-30 a.m., and allowing the posting of such letters with a late fee of 4 annas between 11-30 a.m. and 12 noon.

2. As regards inland letters, I have the honour to inform you that registered letters for the Madras and Calcutta mails can be posted at the Victoria Terminus post-office between 5 p.m. and 8 p.m., with a late fee of half-an-anna. Registered letters for the Ahmedabad mail prepaid with a late fee are accepted at the Grant Road station post-office between 5 p.m. and 8-45 p.m., but as the Grant Road station is at some distance from the Fort, I hope after some time to be in a position to make arrangements for extending the hour of posting registered letters at the General Post-office.—I have, &c.,

W. MAXWELL, Offg. Postmaster General.

BOMBAY CHAMBER OF COMMERCE, 27th July 1899.

The POSTMASTER GENERAL, Bombay.

SIR,—Under the instructions of the Committee of the Chamber of Commerce, I have the honour to acknowledge the receipt of your letter No. 11222, dated 19th July, and of the copy of the Postal Notice relating to the extension of the hour for posting registered letters for the English mail. The Committee direct me to express to you their thanks for the attention you have given to their suggestion in this matter, and to urge at the same time that in regard to the hour for posting registered letters for the inland mails some extension of time—say till six o'clock—should be made as soon as possible. Considering the hour at which the mail train leaves, and the fact that registered letters can be posted at Grant Road up to 8-45 p.m., it appears to my Committee unreasonable that such letters should not be received

at the General Post-office after 5 p.m., and they desire me to say that the rule to that effect causes inconvenience to trade. —I have, &c.,

FREDERICK NOEL PATON, Secretary.

No. 13239.

BOMBAY, 7th August 1899.

From the POSTMASTER GENERAL, Bombay, to the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I have the honour to acknowledge receipt of your letter dated the 27th ultimo, and in reply to inform you that I hope to make satisfactory arrangements soon for the acceptance of registered letters up to 6 p.m.—I have, &c.,

W. MAXWELL, Offg. Postmaster General.

No. 18597.

BOMBAY, 28th September 1899.

From the POSTMASTER GENERAL, Bombay, to the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—With reference to your letter of the 27th July last, I have the honour to inform you that the extension up to 6 p.m. of the hour of registering letters for all mails will take effect from 1st April 1900, as it is impossible to obtain sanction until that date for the additional establishment required for this purpose.—I have, &c.,

W. MAXWELL, Off. Postmaster General.

POSTAL INSURANCE.

BOMBAY CHAMBER OF COMMERCE, 11th August 1899.

The POSTMASTER GENERAL, Bombay.

SIR,—The attention of the Committee of the Chamber of Commerce having been drawn to a suit recently filed, in which a native merchant sues Government for the value of 75 sovereigns, which were said to have been transmitted by him in an insured registered packet, and which were not found in the said packet on its delivery, criticism has been evoked by a pronouncement made by the Advocate General to the effect that Government

was not bound to make good the value of an insured packet lost in transit and does so only as an act of grace.

Seeing that such a position, if it exists, would *prima facie* appear anomalous, and that this view was taken by the Court, I have the honour to beg on behalf of the Committee that you will be so good as to favour the members with a statement of the actual provisions and with an explanation of anything therein that may at first sight appear anomalous.—I have, &c.,

FREDERICK NOEL PATON, Secretary.

No. 14994.

BOMBAY, 24th August 1899.

From the POSTMASTER GENERAL, Bombay, to the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—With reference to your letter dated 11th August, I have the honour to say that the suit therein referred to relates to a parcel which was insured in 1896 before the present Post Office Act came into force.

The Government shall not be responsible for any loss or damage which may occur in respect of anything entrusted to the Post Office for conveyance; and no person employed by the Government in the Post Office Department shall be responsible for any such loss or damage, unless that person shall cause such loss or damage negligently, maliciously or fraudulently.

2. The Post Office Act in force in 1896 was Act XIV of 1866, and it contained no provision relating to insurance. Subsequently to its enactment, insurance of postal articles was undertaken by the Post Office; and it was believed that, in accordance with the marginally noted provisions of section 65 of the Post Office Act of 1866, which was in force in 1896, Government, while voluntarily assuming liability in certain cases, could not by law be held liable for any loss or damage caused to postal articles, and that the position of the Indian Post Office with regard to insurance was similar to that of the Postmaster General in the United Kingdom, which is defined in paragraph 1, page 13, of the Postal Guide of the United Kingdom, quoted in the margin for ready reference.

The ordinary registration fee for each inland letter, parcel or other postal packet, is 2d.

The Postmaster General will (not in consequence of any legal liability, but voluntarily, and as an act of grace), subject to the rules hereinafter mentioned, give compensation to a maximum limit of £5 for the loss or damage of any inland registered packet upon which this fee has been paid, in addition to the postage. Subject to the same rules he will grant compensation beyond £5 and up to a limit of £120 upon prepayment of a fee in addition to the postage and the ordinary registration fee. These fees (which in each case include the ordinary registration fee of 2d.) and the respective limits of compensation are as follows :— .....

3. The Post Office Act now in force since 1st July 1898 is Act VI of 1898, and sections 30, 31, 32 and 33 of this Act deal with the insurance of postal articles.

4. The conditions of insurance given on pages 20, 21 and 22 of the Indian Postal Guide for July 1899 have been laid down by rules made under Act VI of 1898, which under section 74 (3) of the Act have the force of law. They are binding on this department and on the senders of insured articles, and compensation is granted in accordance with these conditions.

5. The present liability to pay compensation for insured articles is in accordance with the terms of section 33, Act VI of 1898.—I have, &c.,

W. MAXWELL, Offg. Postmaster General.

DELIVERIES IN THE FORT.

No. 3396.

BOMBAY, 5th May 1899.

From the POSTMASTER GENERAL, Bombay, to the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—In continuation of my letter No. 32096,* dated 20th January last, I have the honour to say that it has been found necessary to reduce the daily number of deliveries of letters within the Fort from 16 to 14. I trust that this change which took effect from 1st May will not materially interfere with the efficiency of the new system or cause any appreciable inconvenience to the public.—I have, &c.,

W. MAXWELL, Offg. Postmaster-General.

BOMBAY CHAMBER OF COMMERCE, 12th May 1899.

The POSTMASTER GENERAL, Bombay.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, and in reply to your letter No. 3396, dated 8th instant, I have the honour to say that in the opinion of the members no inconvenience will be suffered by the public if the number of daily deliveries be reduced from 16 to 14.

I am to add that ten prompt deliveries per diem would meet all the practical requirements of the community under present conditions.—I have, &c.,

FREDERICK NOEL PATON, Secretary.

* See Chamber's Report for 1898, p. 439.

APPENDIX F.

LIMIT OF WEIGHT FOR PATTERN PACKETS.

No. 13274.

CALCUTTA, 25th February 1899.

From A. U. FANSHAWE, Esq., C.S.I., Director-General of the Post Office of India, to the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I have the honour to request that I may be favoured with an expression of the opinion of the Bombay Chamber of Commerce on the following question.

2. The present limit of weight for pattern packets sent by the inland post is 40 tolas or about 1 lb. This limit, which has been in force since 1880, is a liberal one in itself, as the Postal Union limit of weight for pattern packets, which was specially raised at the Washington Congress, is now only 12 oz., while the limit of the British Post Office for pattern packets sent by the inland post, previous to 1897, when the pattern post was abolished, was only 8 oz.

3. It has recently been represented, however, that the limit of 40 tolas is too low, especially in the case of piece-good patterns, and constitutes a restriction on the use of the pattern packet post in this country for the purposes of trade. One of the conditions of this branch of the post is that the patterns should possess no saleable value though this is construed liberally in practice, and if it should be found, with reasonable regard to this condition, that 40 tolas is too low a weight for the legitimate requirements of trade in India, the Post Office would be prepared to reconsider the question.

4. No previous representation has been received on the subject of this limit, and I have, therefore, thought it right to invite your attention to the matter and ask to be favoured with your advice.—I have, &c.,

A. U. FANSHAWE,

Director-General of the Post Office of India.

BOMBAY CHAMBER OF COMMERCE, 9th March 1899.

The DIRECTOR-GENERAL of the POST OFFICE of INDIA, Calcutta.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to acknowledge the receipt of your letter No. 13274, dated 25th February, and relating to the proposed extension of the limit of weight for pattern packets sent by inland post. The matter has been carefully considered by the members, and I am now to say that while the proposed change would no doubt be to the convenience of individuals they are not aware that the present weight of 40 tolas is generally found insufficient.—I have, &c.,

FREDERICK NOEL PATON, Secretary.

APPENDIX G.

MANAGEMENT OF THE DOCKS IN BOMBAY.

BOMBAY CHAMBER OF COMMERCE, 21st June 1899.

The SECRETARY, BOMBAY PORT TRUST.

SIR,—Complaints have been received to the effect that great difficulty is being encountered by houses engaged in export trade in making shipment of their goods, and that on account of the doubt so created as to the possibility of duly carrying out further engagements it has been necessary to refuse business actually offered. The reason assigned is said to be that labour is not easily procurable ; but the Committee are informed that labour is freely obtained elsewhere. I am therefore directed by the Committee to suggest that one of the causes is the congestion produced by insufficient accommodation for import cargo, and to express a hope that every effort will be made to avoid continuance of the disabilities under which shippers seem at present to find themselves.—I have, &c.,

FREDERICK NOEL PATON, Secretary.

No. 2707.

BOMBAY PORT TRUST,
SECRETARY'S OFFICE, BALLARD ROAD,
BOMBAY, 26th June 1899.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—With reference to your letter dated 21st instant (received on the 22nd), I am directed to say that the Trustees are very desirous of affording every facility at the Docks for the export trade, but without any specific instances being mentioned of shipments being delayed or otherwise hampered, it is impossible for enquiries to be made with a view to the adoption of any remediable measures which may appear to be necessary.

2. It may, however, at once be stated that the complainants are mistaken in supposing there is any scarcity of labour as for some time past the supply has been quite equal to all the requirements of the Dock traffic.

3. On the approach and in the first month of the S. W. Monsoon, when the export trade is usually brisk and goods must be kept under cover, there are certainly occasions when the shed space is insufficient and some inconvenience may in consequence be felt at such times, inasmuch as the Dock authorities are unable to give the same freedom as regards the storage of cargo waiting shipment as in the fair season when goods may be stored on the open ground. But there has nevertheless always been sufficient space made available at each berth to enable cargo to be received as rapidly as it can be put on board so as to avoid any interruption in the usual rate of loading vessels. In order to enable the arrangements to be carried out smoothly under such conditions shippers must necessarily be asked to regulate the supply of cargo according to the ship's requirements as the occupation of shed space by cargo which the vessel is not ready to take on board is an obstruction to all concerned. These restrictions may cause some inconvenience for the short time that they are imposed, and the Trustees wish to afford the greatest freedom in such matters, so they have gradually been increasing the shed area wherever experience shows the accommodation to be most needed and the estimates for this year include an expenditure of nearly three lakhs under this head. Your Committee will therefore see that the necessities of the trade in this as in other particulars have received the consideration of the Board.

4. With reference lastly to the statement in your letter that certain houses engaged in export trade have refused business actually offered for fear of difficulties in making shipments of goods, I am to say that there are absolutely no grounds for such apprehensions.—I have, &c.,

F. G. DUMAYNE, Secretary.

BOMBAY CHAMBER OF COMMERCE, 18th July 1899.

The SECRETARY, BOMBAY PORT TRUST.

SIR,—With reference to your letter No. 2707, dated 26th June, and the request therein conveyed that specific cases of

delay should be cited, I am now directed to submit the following particulars of certain cases in which inconvenience was encountered :—

		Tons.
The s.s. "Algoa" took in on 5th June	... ...	... 655
6th „ day work	...	... 1,805
6th „ night „	...	... 886
7th „ day „	...	... 2,400
7th „ night „	...	... 801
8th „	...	... 2,525
9th „	...	... 2,109
10th „	...	... 1,440
12th „	...	... 590
13th „	...	... 142
8 days and 2 nights, Tons		... 13,353

		Tons.
The s.s. "Knight Bachelor" took on 9th June	...	... 596
10th „	...	... 776
12th „	...	... 500
13th „	...	... 1,014
14th „	...	... 504
15th „	...	... 215
16th „	...	... 1,101
17th „	...	... 765
19th „	...	... 875
20th „ day	...	... 1,132
20th „ night	...	... 258
21st „	...	... 1,285
22nd „	...	... 930
23rd „	...	... 648
13 days and 1 night, Tons		...10,599

2. These figures show that while the "Algoa" working only two nights took over 13,000 tons in 8 days, or 1,400 tons per diem exclusive of night work, and the "Knight Bachelor" working one night took 13 days to load 10,600 tons, or about 800 tons per diem. The case of the "Algoa" shows what can be done if the shed room is sufficient and the supply of labour is adequate to deal promptly with the amount of cargo which a modern vessel is capable of taking in.

3. Messrs. Ralli Brothers have furnished the following particulars as to the very great delay that occurred in the shipment of their cargo by "Mobile," and in doing so contend that the said delay, which entailed upon them great annoyance and caused serious monetary loss, might have been obviated by more orderly storage of goods in the sheds.

4. Messrs. Ralli Brothers had engaged 3,822 tons of the 6,283 the s.s. "Mobile" carried, the said 3,822 tons representing 36,900 bags. They state that the cargo was waiting for shipment, and that the whole could have been carted by them in, at most, three days, at the rate of, say, 12,000 bags per diem. (It will be seen hereafter that they averaged 15,400 bags per diem for "Algoa.") They had, however, from the charterers of the "Mobile" 5 days in which to cart, the daily quantity to be carted being thus reduced to 7,400 bags. But the gatekeeper allowed them to cart only the following quantities :—

13th June	... 2,500 bags.
14th „ ... ... —	... 2,000 „
15th „	... No permission.
16th „	... 3,000 bags.
17th „	... 2,000 „
Total for 5 days	... 9,500 as against 36,902

which they were bound and in a position to ship.

5. Messrs. Ralli Brothers therefore failed through no fault of theirs to fulfil the reasonable engagement they had contracted, and the charterers cancelled the freight.

6. Four days later a fresh understanding was come to, and the charterers put their steamer on for Antwerp as second port. Under this new arrangement Messrs. Ralli Brothers had to cart and ship for Antwerp 14,475 bags. After an interview with the Dock authorities permisson was given for their carting 6,000 bags, which for one or more subsequent days was increased to 8,000 bags. But after 5,086 bags had been carted, which this time were piled 10 high, there was no room in the sheds for more, and the remaining 3,000 bags for which permission had

been given were stopped. The permission was therefore non-effective, and I am instructed to enquire why it was granted under conditions that precluded its realization.

7. Messrs. Ralli Brothers then, as a last resource, determined, in spite of the rainy season, to pile cargo in the open, and to send part of the goods in boats. But arrangements were thereupon made under which they were permitted to cart and stack cargo in an adjoining shed. It is asked why if such an arrangement was feasible it was not sooner given effect to.

8. It appears also that on the 8th instant, Messrs. Ralli Brothers obtained permission to cart for s.s. "Bormida" and carted 416 bags. On Monday, the 10th instant, after having carted 3,363 bags, which were piled 10 high, they were informed on the 11th that as no more space was available in the shed no further cargo could be received. Subsequently permission was given for the cartage of 104 bags, which was the last lot sent down at the date of Messrs. Ralli Brothers' communication to the Chamber. A promise had, however, been given on the 12th instant that 2,200 bags would be taken on that date, making 6,083 bags in four days, while the quantity to be shipped by "Bormida" was 8,375 bags.

9. On the 11th instant, the shipment of cargo by s.s. "Newcastle" was delayed for want of labour, and on the 12th instant the same difficulty was met with in shipments by s.s. "Ethelhilda."

10. I am instructed by the Committee to say that the information before them appears to establish that the difficulties complained of arise primarily from inadequacy of shed space together with lack of compactness and order in the storage of cargo in sheds, and secondarily from insufficiency of labour to unload carts on arrival.

11. It has been shown that the "Algoa" took in 8 days an average of some 1,400 tons per diem exclusive of night work. And the fact that the carting of goods can keep pace with such good work is shown by the circumstance that in

the 6 days between the 5th and 10th June, Messrs. Ralli Brothers sent down to that vessel an average of 15,400 bags per diem besides the usual daily despatches to their other steamers.

12. This was made possible by the granting of adequate shed room and similar facility granted to the same firm, together with special arrangements as to labour, enabled them to cart for the "Llandudno" on the 7th July no less than 25,950 bags and 1,000 pockets, besides usual despatches to other steamers. It seems clear therefore that the delays do not arise either through any incapacity of a modern steamer to take in from 1,500 to 2,000 tons per diem or through incapacity on the part of shippers using cartage only to keep pace with such loading. It may be noted that if a modern vessel were to be content with taking in 800 tons per diem, the "Algoa" would require from 16 to 18 days, including Sundays, to complete her 13,367 tons, and the "Knight Bachelor" from 13 to 15 days to complete her 10,661 tons. And if 800 tons were to be considered a fair day's work, shippers would have to be granted longer periods for the completion of their engagements.

13. There appears therefore good reason to believe that the system followed has been defective both as regards the supply of labour and as regards the stacking of cargo. As payment is made upon every package handled, and as an increase in the number of such packages implies a corresponding increase in the receipts of the Trust, the right of shippers to an adequate supply of labour to keep the Docks and wharves clear is evident; and there would seem to be little doubt that the congestion experienced in these places is contributed to by a certain lack of order in the stacking of goods already in position.

14. I am to beg therefore that you will be good enough to cause enquiries to be made into the matters hereby put before you, and will inform my Committee at your early convenience as to the steps by which it is hoped to obviate the difficulties alluded to.—I have, &c.,

FREDERICK NOEL PATON, Secretary.

No. 5072.

BOMBAY PORT TRUST,
SECRETARY'S OFFICE, BALLARD ROAD,
BOMBAY, 28th November 1899.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—With reference to your letter dated 18th July last, I am directed to say that the general complaints made by the Chamber in regard to the Dock management and the cases on which those complaints are based have been the subject of an exhaustive enquiry involving so considerable a task in the examination of the evidence, reports, &c., that the disposal of the question, other important business of a more pressing character being on hand, had unavoidably to be deferred until this time.

2. I am now to forward, for the information of the Chamber, the copies of reports, extracts from reports, plans and statements prepared by the Docks Superintendent which are noted in the list hereto appended. These describe in full detail the conditions under which the work of the staff was performed on the occasions referred to in your letter, and a perusal of the papers will, it is believed, convince the Chamber without the need of further argument, that there was no just cause for complaint. The requirements of the whole trade and not those of a section of it or of one or two vessels have to be taken into consideration, and regard being had to the numerous demands for accommodation which had to be satisfied at a time of exceptional pressure, the Dock staff would appear not only to be without blame, but to have made the best arrangements possible under very difficult conditions.

3. An important fact which has been overlooked is that the berths (Nos. 16 and 11) occupied by the steamers "Mobile" and "Knight Bachelor" are berths without sheds, and that, moreover there is no room at either where sheds may be provided.

4. Those berths therefore are not as convenient as other better appointed berths in the Docks, especially in the South-West Monsoon when the storage of goods in the open is impossible, but they are nevertheless of great usefulness even at such a time as they enable a vessel to make some progress in her loading or discharging until more convenient berths are vacated, and it is obviously better that a vessel should have this accommodation than none at all.

5. A reference to the plans will show that at the time the above-mentioned vessels required accommodation the Docks were quite full of shipping, and having regard to the claims of other vessels and to the length and size and draft of the vessels to be provided for, there was no option but to place the "Mobile" and "Knight Bachelor" at berths Nos. 16 and 11 respectively.

6. A comparison of the despatch obtained by the s.s. "Algoa" at No. 2 berth with the work possible at berths Nos. 16 and 11 would under any circumstances be misleading, and is especially so in the South West Monsoon, as it compares a berth which in respect of shed space and cranes is well adapted for rapid loading with berths where the same facilities are not obtainable.

7. It was incumbent on the shippers to have recognised that the possibilities as to rapid loading at the latter were very restricted and to have regulated the supply of cargo according to the speed with which the vessel was working, and this is what the Dock staff endeavoured to arrange.

8. These instances therefore do not appear to justify the position taken up by the Chamber. The provision of sheds at the berths Nos. 16 and 11 is impossible because, as above stated, there is no space for them there, and complaints based on the difficulties resulting from the want of such covered space are consequently not well founded.

9. I am to say that the Trustees are sensible of the necessity of increasing the shed space in the Docks generally in order to meet the growing demands of the trade in this respect. They have during the past six years erected one shed after another of the aggregate area of 1,83,359 square feet, until practically all the vacant ground within the Docks which can be spared is now covered. An upper floor is at present being added to the large shed at berths Nos. 7 and 8, which will more than double the accommodation there, and another large warehouse adjoining the docks, to which undelivered cargo will be removed in order further to relieve the pressure on the transit sheds, is also under construction. The last-mentioned works estimated to cost four lakhs were postponed for some time for financial reasons, but are being pushed on and will, it is hoped, be ready by next busy season. The provision of other sheds is likewise under consideration such as sheds specially adapted for the purposes of the rice trade, the separation of which from other traffic will effect a great improvement.

10. The Chamber have referred in their letter to the stacking of import cargoes and have assumed that the disorder in which the sheds and wharves may commonly be found after deliveries have commenced, packages being scattered here and there, is due to the want of system. If this were so the system would be easy of amendment, but the Chamber is mistaken as to the real cause of the difficulty which originates in the Dock system having to be accommodated to the practices of the import trade.

11. The Trustees maintain an effective staff of sorters and stackers at large cost for the express purpose of arranging the import cargoes in an orderly way as the packages are landed, and it can confidently be asserted that as a rule the cargoes are stored in a way that both economises the space and places the various consignments in position easy of access for delivery.

12. The original intention of the Board when the first Wet Dock was opened in 1880 was that delivery should be given by their coolies, and the carts be loaded by them at the shed doors. It would then have been possible for the Trustees to have maintained good order in the sheds until the cargoes had been completely delivered. But at the very outset certain important branches of the import trade set themselves against the arrangement and were disposed to prevent vessels from entering the docks unless they were allowed to take delivery of their goods as they had been accustomed to do on the Bunders. The Trustees were consequently compelled to yield to them, and the result is that however well the consignments may be stacked when landed, they are thrown into confusion as soon as the deliveries begin.

13. There are several reasons to account for this. In the first place importers may be called upon by the Customs authorities to produce packages for examination which may happen to lie at the bottom of a large pile, and the pile has to be pulled down in order to get at them. Secondly, the practice prevails of dividing large consignments amongst a number of dealers, each of whom pulls out his own packages. And thirdly, there is the recklessness of the muccadums and coolies of importers or dealers who in taking delivery scatter the packages about with an absolute indifference to the confusion they are causing.

14. To restack the piles every time they are overthrown is out of the question, as apart from the difficulty of so doing, this would involve a large expenditure which would mean an increase of the charges on the trade.

15. The allowance of the free time also appears too liberal. Seven days are allowed for all dutiable goods which now practically means the whole traffic of the docks, and looking to the custom at other ports, and also to the fact that an allowance of 7 days is in excess of the time necessary to clear consignments through the Customs House, it seems probable that the free days may be reduced to 5 without inconvenience to the trade.

16. This is a point, however, on which the Trustees have been guided in the past by the opinion of the Chamber, and I am to remind you that the free days on iron, an article which blocks the wharves more than any other, and has on this account been frequently complained of, were, on the representation of the Chamber, made on behalf of the firms noted in the margin, increased to 9 days (*vide* the late Mr. Marshall's letter, dated 25th March 1892, and the Trustees' reply No. 4119, dated 5th November 1892).

Messrs. Glade & Co.
" E. Bates & Co.
" W. & A. Graham & Co.
" Ralli Brothers.
" Killick, Nixon & Co.
" Latham Abercrombie & Co.
" Owen & Okell.
" The Bombay Co., Limited.

17. The proper remedies therefore are :—

(*a*) to revert to the original arrangement proposed by the Trustees that they should give delivery at the sheds, and

(*b*) that the free days should be curtailed.

As the first would at present mean the imposition of a small charge the Trustees, although they have had the change in view for some time, have been obliged to defer its introduction until the growth of the Docks' revenue will enable them to provide the extra labour at their own cost, as the trade, it was feared, would object to the charge. But there would seem to be no reason why, if the Chamber agree, the second remedy should not be applied at once, and it would greatly relieve the existing pressure for accommodation at the Dock sheds and wharves.—I have, &c.,

F. G. DUMAYNE, Secretary.

BOMBAY CHAMBER OF COMMERCE, 11th December 1899.

The SECRETARY, BOMBAY PORT TRUST.

DEAR SIR,—I am directed by the Committee of the Chamber of Commerce to acknowledge the receipt of your letter No. 5072, dated 28th November 1899, together with ten appendices.

2. In the said letter it is admitted that defects do exist in the facilities available at certain berths to which reference was made in the Chamber's letter of the 18th July. The representations made in that letter appear therefore to the Committee to be justified, but it is not considered desirable to further discuss matters of so old a date.

3. The Committee confine themselves to an urgent recommendation that the construction of additional godown accommodation be pushed forward with the greatest rapidity possible.

4. With reference to the practice of the Customs authorities alluded to in your para. 13 as a contributory cause of the confusion and congestion at the Docks, I am directed to hand you a copy of a letter recently addressed to the Collector on the subject, and to beg that the Trustees will be good enough to consider the propriety of supporting the said representation on their part.—Yours, &c.,

FREDERICK NOEL PATON, Secretary.

BOMBAY CHAMBER OF COMMERCE, 7th September 1899.

The SECRETARY, PORT TRUST, Bombay.

SIR,—I am directed by the Committee of the Bombay Chamber of Commerce to request that you will be so good as to inform them whether it is true, as reported, that the Port Trust repudiates liability in connection with packages removed from the landing sheds for Custom's examination, and whether if packages were not removed from the landing sheds, but examined there, it would obviate the objection the Trust is said to hold.—I have, &c.,

FREDERICK NOEL PATON, Secretary.

No. 5001.

BOMBAY PORT TRUST,
SECRETARY'S OFFICE, BALLARD ROAD,
BOMBAY, 23rd November 1899.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—With reference to your letter dated 7th September, I am directed to say that the arrangement with regard to packages removed for Custom's examination is as follows.

2. The Trustees' responsibility is to deliver the packages to the consignees in the same good order and condition as received from the vessels. It is incumbent on the consignee prior to the removal of any package to point out to the Dock officers any external defect on a package in order that the damage may then and there be ascertained. But once the consignee takes delivery of the package and removes it without challenging its condition, no claim would lie against the Trust. The reasons are obvious, and are indicated in By-laws Nos. 66, 67 and 68 of the Dock regulations.

3. It is understood, however, that the question before the Chamber relates to packages which the consignee has taken over from the Dock officers and has removed to the place set apart for the Custom's examination of the contents. After such examination some of the packages are not immediately removed from the Dock premises but are re-closed and either left in the place of examination or brought back to the transit shed where it was landed. Hitherto, while the Dock officers have taken the same care of such package as of the other cargo in the shed, no record has been kept of the returned package, and some consignees consequently represented that for their satisfaction and security a receipt should be granted by the shed manager, and it has been arranged that this should be done in all cases when the packages are properly handed over to him. A copy of the form of receipt is appended for the information of the Chamber

4. This arrangement is understood to have disposed satisfactorily of the question raised in your letter. The conditions would not be altered if the packages were opened in the landing shed because the Trustees would still require that they should be relieved of responsibility for the condition of the package, or that the defects should be assessed when the package was handed over to the consignee. They would, however, take charge, without any responsibility for condition or contents, of a package opened and securely re-closed, and the form of receipt now introduced accomplishes this object.—I have, &c.,

F. G. DUMAYNE, Secretary.

APPENDIX H.

EXAMINATION OF GOODS BY CUSTOM HOUSE APPRAISERS.

BOMBAY CHAMBER OF COMMERCE, 21st October 1899.

The COLLECTOR of LAND REVENUE, CUSTOMS and OPIUM, Bombay.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to inform you that the merchants in Bombay are commonly subjected to useless trouble, delay and expense from the practice the Custom House appraisers have of calling for packages bearing particular numbers, and those only for purposes of examination. These numbers are named by the appraisers apparently at random, and certainly without any regard to the accessibility or otherwise of the packages bearing them. Importers have no hand in the storing of packages in the sheds, and there can therefore be no objection to the Customs getting a package that is to hand and which does not require a lot of searching for and turning over of other packages possibly of the same lot ; but even if there were objection to taking any package out of a lot it would be a great convenience to importers if appraisers were ordered to visit the sheds and point out which packages they want for inspection. Extra fees have frequently to be paid owing to the practice that has recently been observed, and frail goods are damaged by the needless overturning in search of the numbered packages called for, to say nothing of loss of time and misspent energy. I am therefore instructed to beg that you may be pleased to give such orders as you may think expedient for the conduct of the appraising under such conditions as will obviate the difficulties referred to.—I have, &c.,

FREDERICK NOEL PATON, Secretary.

No. C/19188 OF 1899.

BOMBAY CUSTOM HOUSE, 25th November 1899.

From R. M. KENNEDY, Esq., I. C.S., Collector of Land Revenue, Customs and Opium, Bombay, to the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—With reference to your letter of 21st ultimo, I have the honour to observe as follows :—

2. The practice of appraisers calling for packages for examination is not a new one as you appear to think, but has existed from time immemorial.

3. I think it would be unwise to alter it. If, as you propose, appraisers entered the warehouse and selected packages, there would be an opening for fraud and favouritism. Moreover, if they were bound to take packages which were to hand as you suggest, there would be opening for fraud by importers. Importers may now have no hand in the storing of packages, but if packages which were underneath were known to be immune from examination it is extremely probable that some importers would interest themselves in the matter.

From the point of view of the public and the Customs the present system seems to me preferable.

4. Moreover, the object which you wish to attain would not be ensured, for goods are piled indiscriminately, and it often happens that one importer's goods are underneath those of another. Under such circumstances if the importer whose goods were underneath came first to the Customs House to obtain his goods the removal of packages could not be obviated.

5. I regret that I am unable to adopt your views on this subject, but I venture to think that other measures might be taken which would go a long way towards meeting your wishes. I think the Port Trust might be addressed not to pile goods one on the top of the other, unless this were rendered necessary by want of space, and measures might be taken that fragile goods such as glass should be kept apart on one side of the godown.

6. At the same time I fear that fragile goods such as glass must run much more risk during shipment and unshipment, in loading and unloading in carts, and even stacking in the godowns, than in the slight dangers entailed by the selection of a small percentage for examination by the Customs.—I have, &c.,

R. M. KENNEDY, Collector of Customs and Opium.

No. C-20184 of 1899.

Bombay Custom House, 14th December 1899.

From R. M. Kennedy, Esq., I. C. S., Collector of Land Revenue, Customs and Opium, Bombay, to the Secretary, Chamber of Commerce, Bombay.

Sir,—I have the honour to inform you that I met the representatives of the Chamber of Commerce on the date 4th instant, and have carefully examined the working of the Custom House appraisers at the Prince's Dock.

2. I regret that I do not see my way to introducing any change. I am happy to find that goods are by the entry bills cleared in a very large proportion of cases in 2 or 3 days after the entries were presented.

3. The docks were very full, and though goods were lying in profusion outside the sheds, I did not find much piling in the sheds.

4. I observed that goods were not stacked in the sheds with numbers and marks outermost. I think the Port Trust might be asked to pay more attention to this, as it would cause little trouble to stack packages with the numbers and marks showing, and it would much facilitate the identification of packages.

5. I find that in the case of mirrors, plate glass or very fragile goods in heavy packages appraisers do visit the sheds to examine goods ; but our staff is much too small and the work is much too heavy for them to visit the sheds generally which lie at considerable distances from the Customs office and each other.

6. I append a statement showing the time within which the whole consignment of 2,305 packages of glassware (as to which a special complaint was made by Messrs. Ewart, Latham and Co.) were cleared from the cargo of the s.s. Johannisberger.

7. I should have been very glad to meet the wishes of the Chamber if I had been able to do so, but I regret that I do not in this case see the necessity for any change, nor that I can make any without seriously impairing the efficiency of the Customs.—I have, &c.,

R. M. KENNEDY, Collector of Customs and Opium.

BOMBAY CHAMBER OF COMMERCE, 22nd December 1899.

The SECRETARY, BOMBAY PORT TRUST.

SIR,—Reverting to my letter dated 11th December 1899, I am now instructed by the Committee of the Bombay Chamber of Commerce to hand you the following extract from a letter just received from the Collector of Customs :—

> "I observed that goods were not stacked in the sheds with numbers and marks outermost. I think the Port Trust might be asked to pay more attention to this, as it would cause little trouble to stack packages with the numbers and marks showing, and it would much facilitate the identification of packages."

I am further to beg that you will favour my Committee with an expression of the Trustees' opinion as to the possibility of complying with the above suggestion and the practicability of other measures tending to facilitate the identification and removal of goods.—I have, &c.,

FREDERICK NOEL PATON, Secretary.

APPENDIX I.

STOVE TEST IN CONNECTION WITH IMPORTED YARNS.

No. C-6382 of 1899.

Bombay Custom House, 21st April 1899.

From W. T. Morison, Esq., I.C.S., Collector of Land Revenue, Customs and Opium, Bombay, to the Secretary, Chamber of Commerce, Bombay.

Sir,—I have the honour to forward herewith extract paras. 3 to 6 from a letter from the Secretary, Chamber of Commerce, Manchester, dated 29th June 1898, regarding the proposed adoption at the Custom Houses in India of the stove test used in Manchester for testing the weighment of bundles of cotton yarn, and to solicit an expression of the opinion of the Chamber of Commerce in the matter.

2. It would not, I think, be considered necessary to apply the stove test, if adopted, in every case, but only in cases in which ordinary weighment showed the weight of the yarn to be short, or in which the feel and appearance of the yarn indicated that it was abnormally moist or "over-conditioned."—I have, &c.,

W. T. MORISON, Collector of Customs and Opium.

Extract paragraphs 3 to 6 from a letter from the Chamber of Commerce, Manchester, dated 29th June 1898.

3. The recognised method of testing yarn for the purpose of ascertaining its weight is to reduce the sample tested to its absolutely dry condition, and to ascertain its weight in that condition. To such ascertained weight 8½ per cent. is added, the result being normal or "*conditional*" weight. To the extent that the actual weight, before testing is found to vary from this normal weight, the yarn is said to hold an excess or deficiency of moisture. This method is applied alike to raw cotton, cotton yarn, and cotton cloth whenever testing for moisture is undertaken.

4. The method and the rule here described are uniformly accepted in the cotton yarn trade, not only in this country, but also throughout the European Continent.

5. The importance of recognising and acting upon this rule at the Indian Custom Houses is heightened by the extreme changes in the Indian climate. In the hot dry season cotton yarn which at other times would be found of a given weight will weigh perceptibly less. And similarly bundles of yarn which when tested by the method just described before shipment from Manchester were shown to be of full weight (say 10 lbs.) might on arrival in India, especially in the dry season appear to be deficient.

6. I am therefore respectfully to suggest the propriety of adopting at the Indian Custom Houses the same mode of testing which is used in Europe.

BOMBAY CHAMBER OF COMMERCE, 27th April 1899.

W. T. MORISON, Esq., I.C.S., Collector of Land Revenue, Customs and Opium, Bombay.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to acknowledge the receipt of your letter No. 6382, dated 21st instant, on the subject of the stove test for yarn.

2. I am to say in reply that the Committee while approving the principle of the test proposed, assume that such test would only as in England be resorted to in cases of dispute, and would not be a matter of every-day practice. The test appears to be so rarely resorted to in Manchester that members of this Chamber familiar with that city have encountered no instance of its employment.

3. In any case it is probably applied only to yarns fresh from the mill, and it is doubtful whether it would be equally fair as applied to yarns arriving in Bombay. And the effect of the application to these yarns would primarily be to place such goods at a disadvantage as against local produce, unless this latter were subject to the same regulations.

4. My Committee desire me therefore to invite information as to what steps are contemplated to prevent an invidious action of those regulations.—I have, &c.,

FREDERICK NOEL PATON, Secretary.

No. C-7387 of 1899.

Bombay Custom House, 8th May 1899.

From W. T. Morison, Esq., I.C.S., Collector of Land Revenue, Customs and Opium, Bombay, to the Secretary, Chamber of Commerce, Bombay.

Sir,—With reference to your letter dated 27th ultimo on the subject of the stove test for yarn, I have the honour to explain that the stove test would, as assumed by the Committee, be resorted to only in doubtful cases. Importers would also be entitled to demand the stove test in any case.

2. I may state, for the information of the Committee, that the necessity for this test was first pressed on Government by the Calcutta Import Trade Association, who are unanimously in favour of its introduction. I believe also that the Committee of the Bengal Chamber of Commerce have already procured a stove apparatus to be available in the settlement of disputes with reference to yarn which may be referred to it for arbitration.

3. With reference to paras. 3 and 4 of your letter, I regret that I am not in possession of any information on the point raised.—I have, &c.,

W. T. MORISON, Collector of Customs and Opium.

Bombay Chamber of Commerce, 13th May 1899.

The Secretaries, Bengal Chamber of Commerce, and Madras Chamber of Commerce.

Dear Sirs,—It has recently been having the attention of my Committee that whilst all imported yarns are being most zealously tested by the Customs to see whether they conform to the requirements of the Merchandise Marks Act, nothing is being done to apply such tests to the locally manufactured article which appears to them to be a matter demanding the attention of such a body as the Chamber of Commerce. By direction of the Committee I applied to the Customs authorities to know what steps, if any, they were taking, to test local yarns, but the reply was that they had no information on the subject; and I am given to understand that they have really no power to act except in the case of imported articles. This means that yarn exported

by sea to any port in India will conform to the Act for fear of not passing the Custom House, but yarns sent inland by rail may be anything the buyers and manufacturers may choose to arrange upon. And it is upon this anomalous position that we should like to have your views. At first sight it would appear simple to make a representation to Government to carry out the law impartially, but locally made yarns are exported to countries where there is no Trade Marks Act, and if exact agreement with the Indian Act was enforced for all the outturn of our mills, it might result in great harm to the local trade from the competition of countries such as Japan and the European Continent supplying such countries as China, Singapore and the Straits. This very question seems to have engaged the attention of the Chambers of Glasgow and Manchester, as I have learnt that efforts are being made to prosecute two Glasgow firms for sending short-reeled yarns to Singapore; but opinions at home are apparently divided, some favouring the strict enforcement of the law, and others pointing out the effect on British production as alluded to in my para. above. I shall be glad to be favoured at an early date with your opinion on this complicated question.—I have, &c.,

FREDERICK NOEL PATON, Secretary.

MADRAS CHAMBER OF COMMERCE, 3rd June 1899.

The SECRETARY, CHAMBER OF COMMERCE, Bombay.

DEAR SIR,—In reply to your letter of the 13th ultimo, regarding the absence of any tests of yarns manufactured in India to ascertain whether they conform to the requirements of the Merchandise Marks Act, I beg to inform you that this Chamber does not consider that any benefit would be derived from a representation being made to Government in the matter; in fact, it considers that such representation would not improbably result in very harassing legislation. The question, as you say, is a complicated one, and this Chamber is of opinion that it would be safer to leave well alone.—I remain, &c.,

A. C. LAWSON, Secretary.

No. 969—'99.

BENGAL CHAMBER OF COMMERCE, CALCUTTA, 19th July 1899.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—I am now directed by the Committee of the Bengal Chamber of Commerce to reply to your letter of 13th May, calling attention to the absence of any provision whereby the Customs authorities can inspect locally made yarns to see whether they conform to the requirements of the Merchandise Marks Act.

The question was referred by the Committee to their Special Sub-Committee on yarns, as well as to the agents of the various cotton mills in this district. The matter has also been discussed with the Customs authorities here, and it may interest you to know that, when visiting the mills for excise purposes, the Customs official is in the habit of satisfying himself that the requirements of the Merchandise Marks Act are being complied with. This, however, is not part of that official's regular duties, but is undertaken by him entirely in an unofficial capacity. Still, the mills appear to regard this as quite sufficient to protect them against any of their neighbours who might desire to snatch an unfair advantage in the matter of reeling, and the general opinion here is that Government interference is uncalled for.—Yours, &c.,

J. TAYLOR, Acting Secretary.

BOMBAY CHAMBER OF COMMERCE, 27th July 1899.

The COLLECTOR of LAND REVENUE, CUSTOMS and OPIUM, Bombay.

SIR,—With reference to the correspondence terminating with my letter, dated 13th instant, on the subject of the yarn test, I have the honour to say that on further consideration the Committee of the Chamber of Commerce have decided that the present legislation does not enable them to make any suggestion regarding local yarns, and that they have therefore nothing to add to the substance of my letter of the 27th April 1899. —I have, &c.,

FREDERICK NOEL PATON, Secretary.

No. C-19865 of 1899.

Bombay Custom House, 8th December 1899.

From R. M. Kennedy, Esq., I.C.S., Collector of Land Revenue, Customs and Opium, Bombay, to the Secretary, Chamber of Commerce, Bombay.

Sir,—I have the honour to inform you that Government have decided to introduce the use of the stove test for the weighment of bundles of cotton yarn in cases where weighment by the ordinary methods has shown the weight short, or where the feel and appearance of the yarn indicate that it is abnormally moist or over-conditioned.

It has also been decided to charge the importer demanding the test a fee of Rs. 5, a further fee of Rs. 5 being charged for each repeated test. The fees so levied will be refunded if the tests so made do not support the original tests of the Custom House officer.

I have to request you to circulate this information amongst the members of the Chamber.—I have, &c.,

W. A. BRENDON, for Collector of Customs and Opium.

APPENDIX J.

COUNTERVAILING DUTIES ON BOUNTY-FED SUGAR IMPORTED INTO INDIA.

BOMBAY CHAMBER OF COMMERCE, 15th March 1899.

The SECRETARY to GOVERNMENT, Revenue Department, Bombay.

SIR,—Under the directions of the Committee of the Bombay Chamber of Commerce, I have the honour to represent that the incidence of the countervailing duties to be collected upon bounty-fed foreign sugar entering India will impose serious hardship upon many importers in respect of goods still to arrive under contracts made in the ordinary course of business and before the legislation on the point was foreshadowed. Great part of these goods are sold to arrive, and sold at rates current in a market unsupported by the duty. While the duty for which therefor no provision has been made will fall upon the persons under engagement to import, the improved position of sugar from Mauritius and similar ports, together with the presence in the Indian markets of unliquidated stocks of foreign bounty-fed sugar introduced before imposition of the duty, will put the fresh imports out of the market. So that even in respect of goods not sold to arrive it will be impossible for the importers to recover in the sale price of his merchandise the amount paid as duty in respect of it.

I am to submit that the position is abnormal, and constitutes a hardship which may be removed without affecting the purpose of the legislation. And I am to beg that H. E. the Governor in Council be pleased to convey to H. E. the Viceroy the views above set forth, and may graciously urge that the Government of India should issue orders specially empowering Collectors of Customs to enquire into cases for exemption from the special duty in question, and to pass sugar free when satisfactory evidence is forthcoming that the contracts involved were entered into prior to the introduction of the Bill.

I am further to say that in view of the urgency of the matter my Committee will be grateful if H. E. the Governor in Council can see his way to making by telegraph such communication as he may consider fitting.—I have, &c.,

FREDERICK NOEL PATON, Secretary.

APPENDIX K.

MARKING OF CUT PIECE-GOODS IMPORTED INTO INDIA.

CUSTOMS CIRCULAR No. XV OF 1899.

RESOLUTION—By the Government of India, Finance and Commerce Department, No. 3664-S.R., dated the 10th August 1899.

In a letter, dated the 12th March 1898, copy of which was received with the despatch from the Secretary of State, No. 61 (Revenue), dated the 24th March 1898, the Manchester Chamber of Commerce suggested that cut piece-goods should be marked conspicuously on the outer fold of each piece with the words "cut piece," and they expressed the hope that this method of marking would be considered satisfactory.

2. The Governments of Madras, Bombay and Bengal were consulted as to the sufficiency or otherwise of the stamping of the words "cut piece," in addition to the aggregate length, on the outer fold of each piece. All these Governments agree in the proposal of the Manchester Chamber of Commerce that the words "cut piece" should be marked on the outer fold, with the aggregate length; but they suggest that the number of cut pieces should also be specified.

3. As a single piece of 40 yards is, in the market, more valuable than two pieces which make up that length, and, similarly, two pieces making up 40 yards are more valuable than six pieces making up the same length, purchasers ought to know the number of cut pieces. The Governor-General in Council, therefore, directs that, in the case of cut piece-goods, the words "cut piece" and the aggregate length, and the number of cut pieces, shall be marked on the outer fold of the piece, thus: "(3) cut pieces, (40) yards," or "(40) yards in (3) cut pieces."

4. The Local Governments will, however, not enforce this method of marking until sufficient time has been given to enable shippers of such goods to comply with the direction.

APPENDIX L.

PLAGUE AND QUARANTINE RESTRICTIONS.

No. $\frac{76}{P.}$ OF 1899.

GENERAL DEPARTMENT (PLAGUE),
BOMBAY CASTLE, 6th January 1899.

From the Honourable Sir A. WINGATE, K.C.I.E., I.C.S., Acting Chief Secretary to Government, to the CHAIRMAN, BOMBAY CHAMBER of COMMERCE.

SIR,—In forwarding the accompanying extract from a letter from the Health Officer of the Port of Bombay, No. 1787, dated the 19th December 1898, I am directed to request that Government may be favoured with the views of the Chamber in respect of disinfecting the clothing and kit of native crews proceeding to ports out of India as a further precaution against plague appearing on board and ship.—I have, &c.,

J. M. ANTIA,
For Acting Chief Secretary to Government.

Extract paragraphs 1 to 5 from a letter from the Health Officer of the Port of Bombay, No. 1787, dated the 19th December 1898.

"With reference to your letter No. 6956-P., dated 15th December 1898, I have the honour to make the following remarks, and in doing so, beg to invite attention to paragraph 2, Section II, Chapter I. of the Venice Convention of 1897.

2. In the event of a marked increase in the mortality, I am of opinion that it would be advisable, in the interests of the commerce of the Port of Bombay, to disinfect the clothing and bedding of lascars and firemen proceeding to ports out of India, and more especially to European ones.

3. It may be necessary to deal with the clothing and bedding of such native crews only as are shipped in Bombay, but before any orders

are issued, I would suggest the advisability of a reference being made to the Chamber of Commerce as there may be some difficulty in obtaining crews for vessels if the crews are compelled to submit their clothing and bedding to disinfection.

4. The Port health moveable disinfecting stove would, as a rule, be sufficient to disinfect the effects of native crews proceeding to ports out of India, and on such days as it may not be up to the work offering the Municipal Commissioner may be asked for the use of the stove—(Plague Committees')—which is a fixture at the Modikhana Camp. This stove is doing little or no work at present.

5. It would be necessary to ask the shipping master to convey all the native crew shipped in Bombay for Ports out of India together with their boxes and effects, to the stove before being taken on board."

BOMBAY CHAMBER OF COMMERCE, 23rd January 1899.

The Hon'ble Sir A. WINGATE, K.C.I.E., I.C.S., Acting Chief Secretary to Government, General Department (Plague), Bombay.

SIR,—Under instructions from the Committee of the Bombay Chamber of Commerce, I have the honour to acknowledge the receipt of your letter No. $\frac{76}{P}$, dated the 6th instant, relating to the proposed disinfection of the clothing and kit of native crews proceeding to ports out of India as a further precaution against the spread of plague.

I am to say in reply that the measures suggested in the letter of the Health Officer of the Port, dated 19th December 1898, would, in the opinion of the members of the Committee, be advantageous, perhaps mainly because of the confidence that would be given to the quarantine authorities in Foreign Ports by the relevant entry in the log book of a ship subject to such measures. A certain amount of inconvenience would of course attend the disinfection, but there is, so far as my Committee can ascertain, no likelihood that the order would occasion difficulty in the employment of crews.—I am, &c.,

FREDERICK NOEL PATON, Secretary.

No. $\frac{1710}{P.}$ OF 1899.

GENERAL DEPARTMENT (PLAGUE),
BOMBAY CASTLE, 8th March 1899.

From the Honourable Sir A. WINGATE, K.C.I.E., I.C.S., Acting Chief Secretary to Government, to the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to forward copy of a letter No. 368, dated the 21st ultimo, from the Health Officer of the Port of Bombay, and to request that Government may be furnished with the opinion of the Chamber on the proposals made by Major Crimmin.—I have, &c.,

A. WINGATE, Acting Chief Secretary to Government.

No. 368 OF 1899.

BOMBAY, PORT HEALTH OFFICE,
TOWN CUSTOMS HOUSE, 21st February 1899.

From Major JOHN CRIMMIN, V.C., I.M.S., Acting Health Officer of the Port of Bombay, to the SECRETARY to GOVERNMENT, General Department (Plague), Bombay Castle.

SIR,—With a view to prevent the spread of plague to countries out of India, I have the honour to make the following reasonable proposals for the early consideration of Government.

2. Under the Epidemic Diseases Act, Government has the power to issue any orders with a view to prevent the spread of plague.

3. I therefore venture to suggest that—

(*a*) A Government Resolution be issued directing commanders of vessels bound for ports out of India to ship their native crew as many days as is possible, say 7 days, before the time fixed for leaving this port.

(*b*) That commanders be requested to take every reasonable precaution that their native crews do not enter the town.

4. Up to the present the Port Health staff have had to bear all the worry and anxiety in connection with keeping plague off ships, and I submit that it is only reasonable that shipowners should take their share by being asked to ship their native crews a week before the time fixed for sailing. If this is done the crews will be removed

from the infected part of the city, and in addition any person in the incubation stage of plague will be given an opportunity of developing plague before the vessel leaves the port.

5. I have asked ship-agents on several occasions to ship their new crews as early as possible and they have always promised to do so, but in the majority of instances the suggestion has not been carried out.—I have, &c.,

J. CRIMMIN, V.C., Major, I.M.S.,
Acting Health Officer of the Port.

BOMBAY CHAMBER OF COMMERCE, 29th March 1899.

The Hon'ble Sir A. WINGATE, K.C.I.E., I.C.S., Acting Chief Secretary to Government, General Department (Plague).

SIR,—Under instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to acknowledge the receipt of your letter No. 1710 dated 8th March, and relating to the proposal made by the Health Officer of the Port of Bombay for the prevention of the residence of the native crews in the town shortly before sailing.

2. I am directed to say that after very careful consideration the Committee are of opinion that the proposal to keep crews on board their ships for some days before sailing is impracticable. The system followed on ships using native crews is that on arrival in port the crew is paid off, and the same crew is customarily signed on again just before sailing. No ship-master has power by law to prevent his men from going on shore, and if such restraint were legal, its enforcement would require a strong if not an armed guard. It is presumably not proposed that vessels arriving in Bombay in ballast and which could easily sail in three days should be detained seven days, and even if all crews were confined to the vessel they would be in contact with the stevedores' men, and so run the risk of contagion.

3. I am further to submit that if it be indispensable that lascars should be protected from contagion, Hogg Island or some equally isolated place ought to be utilized as a depôt from which

drafts of seamen could be made to ships, and that masters should be instructed to see that their lascars spread their clothing and bedding in the sun daily between Bombay and Aden.

4. In conclusion, I am to say that enquiries instituted tend to show that the existing regulations under the Venice Convention are in themselves all that can be practically desired, and that every effort is made by agents and commanders to secure a faithful observance of those regulations.—I have, &c.,

FREDERICK NOEL PATON, Secretary.

BOMBAY CHAMBER OF COMMERCE, 16th March 1899.

The SECRETARY to GOVERNMENT, Marine Department, Bombay.

SIR,—I have the honour to address you, under the orders of the Committee of the Bombay Chamber of Commerce, on the subject of the recent detention in the Port of Bombay of the Austrian Lloyd's s.s. "Gisela." This vessel appears to have been detained on account of the refusal of the master to discharge, on the demand of the Collector of the Port, seven passengers from Singapore to Aden, which passengers the Collector believed to be travelling with a view to pilgrimage to Mecca, and further regarded as persons resident in Bombay by virtue of the vessel's having been in Dock and having communicated with shore.

I am to solicit the favour of information on the following points :—

(*a*) Whether there is any authoritative definition of the conditions constituting technical residence in a sea-port town by a person actually resident on ship-board.

(*b*) Whether under the Epidemic Diseases Act passengers who live on board a vessel when in Dock become residents within the meaning of the Act by virtue of their landing on the Dock side for compliance with the Dock Conservancy regulations.

(*c*) Whether the purposes of the Act would not be secured by an order to the effect that no person resident on a vessel in Dock shall be considered to be a resident on shore under the Act in question if during the stay of the vessel such person shall not leave the Dock premises.—I have, &c.,

FREDERICK NOEL PATON, Secretary.

No. 1707 OF 1899.

GENERAL DEPARTMENT,
BOMBAY CASTLE, 20th April 1899.

From the ACTING SECRETARY to GOVERNMENT to the SECRETARY, BOMBAY CHAMBER of COMMERCE.

SIR,—I am directed to acknowledge the receipt of your letter, dated the 16th March 1899, and with reference to the questions raised therein to reply as under :—

(*a*) There is apparently no authoritative definition of the conditions constituting technical residence in a sea-port town by a person actually resident on ship-board.

(*b*) The Docks are part of Bombay and a person living on board a vessel in Dock is for the time being a resident in Bombay within the meaning of Notification No. 4341, dated the 10th November 1898, of the Government of India, published under the Epidemic Diseases Act, 1897, quite irrespective of his landing on the Dock side for compliance with the Dock Conservancy regulations.

(*c*) The purposes of the Notification could not be secured by an order to the effect that no person resident on a vessel should be considered to be a resident on shore under the Notification if during the stay of the vessel such person did not leave the Dock premises.—I have, &c.,

R. B. STEWART, Acting Secretary to Government.

BOMBAY CHAMBER OF COMMERCE, 20th January 1899.

The SECRETARY to GOVERNMENT, General Department, Bombay.

SIR,—Under instructions from the Committee of the Bombay Chamber of Commerce, I have the honour to inform you that

representations have been made to the Chamber by the Agents in Bombay of the British India Steam Navigation Company, Limited, regarding the manner in which their steamship "Bhundara" from Karachi to Killindini, Mombassa and Zanzibar with native passengers and cargo was, on arrival at her first port of destination, refused the benefit of provisions contained in the Venice Convention as to the treatment to be accorded to infected or suspected vessels arriving from a plague-infected port.

2. The Chamber of Commerce is informed that the facts of the case are substantially as follows :—

"The B. I. S. N. Co.'s 'Bhandara' left Karachi on the "15th December last on a voyage to Killindini, Mom- "bassa and Zanzibar. She had on board 1,040 native deck "passengers, being cooly labour enlisted by the Agent at "Karachi for the Mombassa-Uganda Railway for work, on "the construction of that line. 'Bhundara' had also on "board about 1,200 tons of cargo from Bombay and "Karachi for East African ports, the cargo consisting of "rice, grain, dholl and general merchandise. The vessel "arrived at Killindini on the 25th ultimo. During the "voyage there were two deaths from plague, two suspected "deaths from plague, and two deaths from other causes. "On Christmas Day two cases of plague broke out, and "writing on 30th idem the local Agents of the B. I. S. N. "Co. advised their Bombay office that these patients were "then recovering. On this being reported, the Adminis- "trator in charge of the Protectorate Ports, Sir A. H. "Hardinge, informed the Company's Agents that he would "on no account allow the landing of passengers or cargo "at any protectorate port, thus repulsing the vessel from "the ports of Killinidi and Mombassa. 'Bhundara' was "then despatched to Zanzibar to take in fresh water for "her passengers, and on arrival was informed by the "authorities in charge that she would be required to sail "the next day, that is on the 29th December, for India ; in "other words, the vessel was repulsed from any protec-

" torate port on the East African Coast and from Zanzibar.
" The Managing Agents in Calcutta represented to the
" Company's Agents at Zanzibar that in terms of the
" Venice Convention, Chapter 2, Section 8, the ' Bhundara'
" should be treated as an ' infected ' ship, that is to say,
" that sick passengers should be immediately disembarked
" and kept in observation and surveillance for a certain
" number of days not to exceed 10 days. Cargo would also
" be landed and disinfected. Sir A. H. Hardinge absolute-
" ly declined to act as suggested, and again gave orders
" that the ' Bhundara' was to proceed to sea at once in
" spite of the fact that the captain reported sickness had
" disappeared and that he was having trouble with pas-
" sengers and feared possible mutiny among them. Being
" unable to obtain any satisfaction at Zanzibar, the Manag-
" ing Agents telegraped to the Company in London with a
" view to their making a representation to the Foreign
" Office and drawing their attention to the terms of the
" Venice Convention. This was done with the result that
" after some delay the Foreign Office telegraphed to Sir A.
" H. Hardinge, leaving the matter in his hands, but re-
" commending the establishment of a quarantine station.
" A further telegram was again sent on the 3rd inst. to the
" Zanzibar Agents of the Company informing them of the
" action taken by the Foreign Office and requesting them
" to point out to Sir A. H. Hardinge the serious conse-
" quences involved by his action, the danger to life on
" board and the harm done to trade with India generally.
" In reply to this a telegram was received stating that the
" Administrator absolutely refused to alter his decision
" which he stated to be final, and further that he held the
" Company responsible for any disorder which might occur
" on board, because the Company had persistently refused
" to conform with his wishes in regard to ordering the
" ' Bhundara ' back to India. The Managing Agents also
" in their telegram to Zanzibar suggested that as s.s.

" ' Bhundara ' was free of any fresh case of sickness for " twelve days, she would now come under the head of " ' suspected ship ' only which meant that in terms of the " Convention cargo and passengers were allowed to be " landed and disinfected only, a watch being kept over the " health of crew and passengers for ten days from the day " of arrival of the ship, those ten days having already " expired. The Company in London again made a further ' representation to the Foreign Office with the result, that " Sir A. H. Hardinge finally agreed to make arrange- " ments for landing the passengers in quarantine, but " absolutely refused to allow any grain cargo being landed. " As the bulk of the cargo consisted of grain, gram, rice and " dholl, this means that the steamer will practially not be " allowed to land her cargo at all. The coolies were en- " listed in the Punjab districts unaffected by plague, they " were kept under observation in camp for about a month, " then railed by special trains direct from Lahore in two " parties, one of which was kept at Kemari for 24 hours and " then embarked on board the ' Bhundara ' and the second " party was embarked on the day of their arrival at Kemari. " In addition to the coolies 97 other deck passengers were " kept for 15 days in the detention Camp at Kemari. A " few Europeans and their servants also embarked, all " having regular plague passes, that is to say, every indivi- " dual was examined before and at the time of embarka- " tion, and after embarkation communication with the " shore was prohibited. This shows that precautions " were taken to examine the passengers before embarka- " tion."

3. In view of these facts it seems to the Chamber impossible to avoid the conclusion that Sir A. H. Hardinge through omission to make timely arrangements for conformity with the provisions of the Venice Convention in the event of such a contingency as has unfortunately arisen has been led into a course of action, not only certain to impose embarrassment and

loss upon the owners of the vessel actually involved, but calculated to lead to disastrous measures of an equally arbitrary kind on the part of authorities in foreign ports who will gladly seize such a pretext.

4. If the provisions of the Venice Convention be not deemed applicable to the British East African Protectorate ports, the said Convention ought, in the opinion of this Chamber, to have been qualified and limited in that sense, so that persons and Corporations engaged in trade or shipping with the ports in question might have knowledge of the risks attending their operations ; and so that no action similar to that now complained of might by any possibility be cited as an infringement of the Convention and as a precedent justifying illegal action on the part of authorities even less concerned than the Administrator of the Protectorate in the preservation of British trade interests.

5. As no such exception or reservation was made in respect of the British East African Protectorate, it must be taken that the provisions of the Convention were held to be applicable thereto ; and I am directed to submit that, in view of this fact, it was incumbent on the proper authorities in the Protectorate to make in advance adequate arrangements to deal with such a situation as might reasonably have been foreseen and such as has in point of fact arisen.

6. This Chamber is not concerned to say what such arrangements ought to have been ; and while it would be impossible to suggest precautionary measures without knowledge of the special local topography and conditions, the general principles determining the nature of such measures are sufficiently indicated in the text of the Convention.

7. No measures and arrangements could have cost the Imperial Government a tithe of the loss that may be entailed upon the nation by an incident so obviously calculated as that in question to invite similar action on the part of Foreign Powers with the effect of excluding British trade and shipping. Heavy

expenditure is being borne by the Provincial and Imperial Indian Governments to secure compliance with the provisions of the Convention and to safeguard the commercial freedom not otherwise to be preserved. And it appears to the members of this Chamber to be regrettable and even reprehensible that an individual official should have been able to jeopardise, in the interest of the local revenue and convenience, the enormously greater issues involved in the observance of an international agreement on the part of the nation at present most immediately concerned in its integrity.

8. I therefore have the honour to request, under the instructions of my Committee, that you will be good enough to submit the above representations to His Excellency the Governor with a view to His Excellency's addressing the Government of India in the matter and lending the support always so graciously and promptly afforded to the representations of the Chamber, to the end that His Excellency the Governor General in Council may be pleased to approach the Imperial Government and to procure an assurance that the vast trade interests of the Indian Empire, already sufficiently burdened in deference to the Venice Convention, will not be subjected to disaster through virtual denunciation and abrogation of that compact by a British official at a moment when the recrudescence of plague will bespeak great vigilance on the part of Foreign Powers.—I have, &c.,

FREDERICK NOEL PATON, Secretary.

No. 578 P. of 1899.

General Department (Plague),
Bombay Castle, 25th January 1889.

From the Honourable Sir A. Wingate, K.C.I.E., I.C.S., Acting Chief Secretary to Government, to the Secretary, Chamber of Commerce, Bombay.

Sir,—I am directed to acknowledge the receipt of your letter, dated 20th instant, ragarding the treatment accorded to the s.s. "Bhundara," and in reply to state that the Government of India were in correspon-

dence with the Home Government before the receipt of the Chamber's letter. A copy of your letter has, however, been sent to the Government of India for information and such action as they may deem necessary.—I have, &c.,

A. WINGATE, Acting Chief Secretary to Government.

No. $\frac{755}{P}$ OF 1899.

GENERAL DEPARTMENT (PLAGUE),
BOMBAY CASTLE, 2nd February 1899.

From the Honourable Sir A. WINGATE, K.C.I.E., I.C.S., Acting Chief Secretary to Government, to the SECRETARY, CHAMBER of COMMERCE Bombay.

SIR,—In continuation of my letter No. $\frac{578}{P.}$ dated 25th January 1899, I am directed to state for the information of the Chamber that intimation has been received that the British India Steam Navigation Company's s.s. "Bhundara" will be allowed while remaining in quarantine to discharge and load cargo at Zanzibar.—I have, &c.,

A. WINGATE, Acting Chief Secretary to Government.

APPENDIX M.

BILL TO PROVIDE FOR THE PROTECTION OF CERTAIN TELEGRAPHIC PRESS MESSAGES.

No. 3122 OF 1899.

GENERAL DEPARTMENT,
BOMBAY CASTLE, 21st July 1899.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to forward herewith copy of a Bill to provide for the protection of certain telegraphic press messages, with the Statement of Objects and Reasons, received from the Government of India, and to request that you will be so good as to favour this Government with the opinion of the Chamber of Commerce, Bombay, on the provisions of the Bill by the 4th proximo.—I have, &c.,

J. M. ANTIA, for Acting Secretary to Government.

STATEMENT OF OBJECTS AND REASONS.

On several occasions in the course of the last twenty-seven years the Government of India have received representations as to the expediency of securing some measure of protection for foreign telegraphic press messages received in British India. In 1885 it was decided to provide for the matter in a Bill to amend the law of copyright, the introduction of which was at that time contemplated ; but it was eventually decided that general legislation should not be initiated in India until the subject of copyright had been dealt with comprehensively for the whole of Her Majesty's dominions by Parliament.

Attention has again been drawn to the particular question of the protection of telegraphic news, and it seems to the Government of India that legislation regarding it is called for, and that there is no necessity to postpone it any longer. The great importance to the Indian public of a first-rate service of telegraphic news cannot be denied ; it is undoubted that enterprise in that direction is being checked because the existing law recognizes no right of property in published telegrams and the systematic piracy of expensive foreign

press messages has been the result ; and the need for legislation has lately been recognized and acted upon by the colonial legislatures of New Zealand, Australia, the Cape of Good Hope, Hong Kong and Ceylon. In these circumstances it has been decided to introduce the present Bill, which has been framed somewhat on the model of the most recent of the colonial enactments alluded to, namely, that passed into law in Ceylon last year and entitled "The Telegram Copyright Ordnance, 1898."

The 5th July 1899. C. M. RIVAZ.

BOMBAY CHAMBER OF COMMERCE, 10th August 1899.

The SECRETARY to GOVERNMENT, General Department, Bombay.

SIR,—With reference to the correspondence terminating by my letter, dated 5th instant, I have the honour to say that the Telegraphic Press Messages Bill, 1899, has been considered by the Committee of the Chamber of Commerce who direct me to submit the following suggestions :—

2. There is some uncertainty as to whether Burmah is included in "the whole of British India" as set forth in Section I (2). If it were to be so included, even the extended period of protection which I am directed to recommend would be insufficient to make such protection effective.

3. Assuming, however, that Burmah is not so included, the Committee are of opinion that the proposed period of 36 hours' protection from time of first publication is not sufficient. In England and in other countries the principle upon which the duration of such protection is decided, would appear to be that such protection should be commensurate with the minimum time necessarily occupied by the transit of newspapers from the place of publication to those centres in which protection is of importance. It appears to my Committee that no law that did not give to a telegraphic press message such effective protection as would compel all newspapers of position to subscribe, would have the effect of promoting a better supply of news. And if regard be had to analogy with other countries and to the enormous dis-

tances to be traversed in India, it would seem that the period of 36 hours from publication as at present fixed ought to be increased to 60 hours with 84 hours from time of receipt, instead of 60 hours as at present laid down in the second paragraph of Section 2.

4. I am further to submit that it would be well to lay down some rule for the determination and establishment of the hour of first publication.

5. There is also a slight danger of ambiguity as to the reference of the word "it" in Section 2, Explanation 2, "although IT is also transmitted to persons who pay or subscribe for the same." The word evidently refers to a press message, but it might be taken to relate to the word "newspaper." I am therefore to suggest that the wording might be altered as follows :—"notwithstanding such telegraphic press message is also transmitted to persons who pay or subscribe for the same."—I have, &c.,

FREDERICK NOEL PATON, Secretary.

APPENDIX N.

BILL TO AMEND THE TRANSFER OF PROPERTY ACT, 1882.

No. 5672 OF 1899.

JUDICIAL DEPARTMENT,
BOMBAY CASTLE, 11th August 1899.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to forward to you the accompanying copy of a Bill (introduced into the Council of the Governor-General of India) to amend the Transfer of Property Act, 1882, together with a copy of the Statement of Objects and Reasons, and to state that the Governor-in-Council will be glad to receive by the 15th September 1899 an expression of the opinion of the Chamber of Commerce, Bombay, on the provisions of the Bill.—I have, &c.,

L. CRUMP, Under-Secretary to Government.

STATEMENT OF OBJECTS AND REASONS.

Chapter VIII of the Transfer of Property Act, 1882 (IV of 1882), aims at dealing comprehensively with the difficult question of the assignment of choses in action and includes an excursion into the law of champerty and maintenance. The attempt has not been altogether successful. Many difficulties in the construction and practical application of the Chapter have arisen; its provisions have been the subject of numerous and conflicting rulings of the various High Courts; and the necessity for legislation has been made clear. The present Bill has been drawn with the object of removing the defects which have, from time to time, been detected, and its details will be found fully explained in the annexed Notes on Clauses.

2. It has been suggested that a special provision on the subject of champerty and maintenance should be included in the Bill; but, if such legislation is to be undertaken, it is thought that it should take the form of an amendment of the Indian Contract Act, 1872 (IX of 1872)—the addition, possibly, of an *Explanation* to section 23, which avoids contracts opposed to public policy.

The 12th July 1899. T. RALEIGH.

NOTES ON CLAUSES.

CLAUSE 2 OF BILL.

Proposed new section 130, *Act IV of* 1882.—Probably section 130, as it stands in the present Act, may be taken as a fair working defini-

tion of the term *chose in action* as used in English law. The obvious intention of the Act was to make all choses in action transferable as property, that is to say, transferable subject to the conditions and restrictions imposed by Chapter II, and particularly by sections 6, 7, 9 and 10. But, regard being had to recent differences of opinion, it is proposed to make the point clear by the addition of a second sub-section.

Proposed new sections 131 *and* 132.—Sections 131 and 132 of the existing Act are obviously founded upon section 25, clause (6), of the Supreme Court of Judicature Act, 1873 (36 & 37 Vict., c. 66); but successive amendments of the Bill while under consideration seem to have led to the reversal of each rule of the English law.

In the first place, the Indian section is negative in its terms, while the English section is positive. The result is that the former prescribes a compulsory form of transfer for the specific class of actionable claims to which it relates, whereas the latter merely provides that certain consequences shall follow if this form of transfer be adopted.

In the second place, the English section applies to all debts and other legal choses in action, but the Indian section applies only to debts and beneficial interests in moveable property. It is not clear what rule would apply in India to an actionable claim relating to both moveable and immoveable property; nor is there any specific provision as to actionable claims in respect of immoveable property. Further, it is not apparent why written notice to the debtor should not be required in the latter case. And, again, it is uncertain, on the construction of the section, whether the term "beneficial interest" is to cover a charge. The English section is confined to absolute assignments.

In the third place, the English enactment requires the transfer itself to be in writing; but the Indian Act is silent on the point, and, therefore, by virtue of section 9, the transfer need not be in writing.

In the fourth place, the English Act requires express notice in writing to be given to the debtor. The Indian Act provides for three alternatives—express notice, the fact that the debtor is aware of the transfer, or the fact that he is a party to the transfer. The Indian Act then curiously goes on to provide that, where express notice is given, it must be given by the transferor; whereas in practice, of course, notice is given by the transferee in order to complete his title. As to the last point, see *Ragho* v. *Narayan* (1895), I. L. R., 21 Bom., at p. 62.

It is thought best to legislate on the lines of the English Act so as to restore uniformity in the law of the two countries in so far as the same subject-matter is dealt with, and these new sections have been drafted with that object.

Proposed new section 133.—It is difficult to understand section 133 in its present form. The intention apparently was to adapt the English provision above referred to, which is to the effect that, on notice to the transferee, the transfer is effective "to pass and transfer the legal right to such debt or chose in action from the date of such notice, and all legal and other remedies for the same, and the power to give a good discharge for the same without the concurrence of the assignor." The reference to international law seems out of place in its present context, as municipal law is always construed subject to the provisions of international law, and the latter, if it is to be dealt with at all, should be dealt with separately, as in Chapter XVI of the Negotiable Instruments Act, 1881 (XXVI of 1881). The provision as now drafted will perhaps sufficiently reproduce the English law on the point, while avoiding any reference to the distinction between legal and equitable remedies.

Proposed new section 134.—The provisions of section 137 of the existing Act have been made general so as to apply to all actionable claims. The phrase "subject to all the liabilities" appears to have been adopted as the equivalent of the English phrase "subject to all equities entitled to priority over the right of the assignee," and, as it may be thought desirable to avoid the technical term "equities," the words "all the liabilities, defences and priorities" have now been used instead.

Proposed new section 136.—Section 138 of the present Act is here reproduced unaltered. It is of doubtful accuracy, but does not seem to have given rise to any difficulty.

Proposed new section 137.—This reproduces the only unrepealed section of the Policies of Insurance (Marine and Fire) Assignment Act, 1866 (V of 1866). Inasmuch as the provisions of that enactment constitute an exception to the rule laid down in section 131, they ought to find a place in this Chapter. The original section provided for the transfer of marine and fire policies "by endorsement or otherwise," which probably means "by endorsement or other like means," *i.e.*, "by endorsement or other writing."

Proposed new section 138.—The present section 139 simply excepts negotiable instruments from the provisions of the Chapter. If the

restrictions on the sale of actionable claims be confined to controverted claims, the only provisions that need be excepted are those of the proposed new sections 130 to 137. But, as regards those new sections, the exceptions contained in the present section 139 require considerable extension. In section 13 of the Negotiable Instruments Act, 1881, the definition of "negotiable instrument" includes only bills, notes and cheques, and does not include the ever increasing class of negotiable instruments which the usage of the money market recognizes as such —see *Chalmers on Bills of Exchange*, Ed. 5, pp. 312-327. So, again, a saving is required for mercantile documents of title to goods, such as bills of lading, etc., which form a class of quasi-negotiable instruments. The definition embodied in the *Explanation* is taken from the English Factors Act, 1889, and is adopted also in the English Sale of Goods Act, 1893.

Proposed new sections 139 *and* 140.—These provisions, which correspond with sections 135 and 136 of the present Act and owe their origin to the French and Canadian Codes, have given rise to much difficulty. It is, indeed, almost impossible to give effect to them without construing the expression "actionable claim" in a restricted sense. For example, where a business is transferred or converted into a company, the book-debts are sold in a lump, and, as these must consist of good, bad and doubtful debts, a lump sum has to be fixed, and it is impossible to say what has been paid in respect of each. It has been suggested that the provision should be confined—

(1) to actionable claims, where the cause of action has matured (which would cover the case of all book-debts), or

(2) to disputed actionable claims.

The latter seems to be the right suggestion, and it has been adopted in the Bill. The object is to prevent trafficking in actual or impending litigation, and probably the words "which is in controversy" will meet the object as far as it can be met.

If the restriction be confined to the sale of actionable claims which are in controversy, there appears to be no reason why their transfer to a creditor should be allowed. Possibly the assignee of a bankrupt might be allowed to sell such a claim, but the policy of this is very doubtful. It is for consideration whether clause (*b*) of the present section 135 should not be omitted. The latter words of clause (*d*) of that section are not easily understood; for how can it be said that a claim has been made clear by evidence when judgment on it

has not been given? This is a question which only the Court about to give judgment could answer, and these words should perhaps also be omitted.

In reproducing the present section 136, the words "legal practitioner" have been substituted for the words "pleader, mukhtar." The provision ought clearly to apply to all legal practitioners alike.

CLAUSE 3 OF BILL.

This repealing clause is consequential on the reproduction in the proposed new section 137, as explained above, of so much of Act V of 1866 as is extant in the Statute-book.

BOMBAY CHAMBER OF COMMERCE, 18th August 1899.

The SECRETARY to GOVERNMENT, Legislative Department, Bombay.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to inform you that the Bill (No. 14 of 1899) to amend the Transfer of Property Act, 1882, has been under the consideration of the Chamber, and that the following points have been raised in connection therewith :—

Section 131. Illustration (*ii.*) The words "*by endorsement*" should be omitted, it being immaterial whether the assignment be by endorsement or by a separate writing. "*Past* debt" is not a good phrase. These assignments are generally made in respect of debts which are only created *after* execution of the assignment.

The words "in security of" should be substituted for "in payment of." Policies are comparatively rarely assigned to Banks or individuals "in payment" of debts.

2. Although the Bill in question has not been referred by Government to the Chamber for an expression of opinion, my Committee is confident that the gracious consideration always granted by Government to its recommendations will be accorded in the present instance.—I have, &c.,

FREDERICK NOEL PATON, Secretary.

APPENDIX O.

PROPOSED INDIAN COMPANIES (BRANCH REGISTERS) ACT.

No. 4917 of 1899.

Revenue Department,

Bombay Castle, 15th July 1899.

To the Secretary to the Chamber of Commerce, Bombay.

Sir,—I am directed by His Excellency the Governor in Council to forward herewith a copy of the Bill to authorize certain Companies registered under the Indian Companies Act, 1882, to keep branch registers of their members in the United Kingdom, with a Statement of Objects and Reasons, and to request that you will be so good as to favour Government with any remarks the Chamber may wish to make on the provisions of the Bill, by the 15th September 1899.—I have, &c.,

H. S. LAWRENCE,
Under-Secretary to Government.

STATEMENT OF OBJECTS AND REASONS.

The object of this Bill is to encourage, if possible, the investment of English capital in rupee-companies having an Indian domicile. When in 1897 the attention of the Government of India was drawn to the matter, it was represented that it would be a great convenience to investors in companies formed with rupee capital in this country, if they were permitted by law to open registers of shares in Great Britain as well as in India, and also that investors in England would more readily subscribe to rupee capital for the construction of, for example, Indian railways, if quotations could be had on the London Stock Exchange.

2. The Bill has been drawn on the model of the Companies (Colonial Registers) Act, 1883 (46 & 47 Vict., c. 30), which authorizes

any company registered in the United Kingdom for purposes comprising the transaction of business in a colony to open and maintain a branch register of shareholders in that colony. Owing to the limited powers of the Indian legislature, the legislation here proposed falls far short of what is compassed by the English Statute. But the Government of India have consulted the various Chambers of Commerce, with the result that the opinion of the mercantile community in India appears to be in favour of the measure, and its introduction has, therefore, been decided upon. The Bill, if it is passed into saw, will not relieve the holders of shares registered in branch registers opened in England from the burdens imposed by the English revenue laws; and, while the Government of India will be prepared to notify such exemption from liability to Indian stamp-duties as may be necessary, the measure will not secure for shareholders the same benefits as they would have if the scheme had the sanction of an Act of Parliament. The enactment will, however, be of a purely permissive character, and it will be for the investing public to avail themselves of its provisions if they find that it will afford them any advantage to do so.

The 17th June 1899. C. E. DAWKINS.

BOMBAY CHAMBER OF COMMERCE, 9th August 1899.

The SECRETARY to GOVERNMENT, Revenue Department, Bombay.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to acknowledge the receipt of your letter No. 4917, of 15th July 1899, together with a copy of the Bill to authorize certain Companies registered under the Indian Companies Act, 1882, to keep Branch Registers of their members in the United Kingdom, respecting which the views of the Chamber are invited by Government.

2. The Bill having received the careful consideration of the Committee, I am directed to submit the following remarks :—

3. In a letter addressed by the Chamber to Government on 7th June 1897 in pursuance of the recommendations of a Special Committee appointed to consider the proposal then made for the enactment of such a measure, it was pointed out that among the difficulties in connection with the proposals, was one "with

respect to the stamps on transfers of shares standing in the Branch Register, which, as the law stands at present, would certainly be liable to stamp duty in India and would probably also be liable to duty in the United Kingdom—thus paying double duty." In the Statement of Objects and Reasons attached to the New Bill it is set forth that "the Government of India will be prepared to notify such exemption from liability to Indian Stamp Duties as may be necessary." But the Committee of the Chamber are of opinion that if Government is prepared to notify such exemption, there is no apparent reason why such exemption should not be expressly provided for in the Act.

4. The Chamber's letter of 7th June 1897, already referred to, pointed out that the Bill then contemplated would give no assurance that Probate Duty would not be recovered both in India and in the United Kingdom upon shares standing in a Branch Register at the time of the holder's decease. The Committee consider that the uncertainty still existing in the Bill as to the distinction between an English and an Indian asset is to be deprecated, seeing that ambiguity on this point involving the probability that English shareholders of an Indian Company might have to pay not only English but also Indian Probate Duty, would deter English capitalists from such investments as the Bill is ostensibly designed to encourage.

5. In Section 2 (*a*) a Company is defined as "a Company registered under the Indian Companies Act, 1882, which complies with" certain conditions enumerated. As the Presidency Banks are not registered under the said Act, but under the "Presidency Banks Act XI of 1876," the above definition would exclude such Banks from the benefit of the Act. And the Committee are aware of no reason why the said Banks should be so excluded.

6. With the letter No. 3454 of 7th May 1897, addressed by Government to the Chamber, were certain accompaniments, amongst them being two letters written by Mr. W. A. Browne, Chartered Accountant. These two letters were assumed as

formulating the practical demand for legislation of the kind proposed and both set forth as the first factor in such demand the difficulty attending the flotation of Companies in the absence of Registers in the United Kingdom. But in the Bill now submitted a Company, within the meaning of its provisions, is defined (Section 2 (*a*) (ii)) as one having a *paid-up* capital of not less than a specified sum, and under Sub-section (*a*) (iii) of the same section as one that has *bona fide* carried on business for not less than three years. Either of these definitions would suffice to exclude from the benefit of the Act Companies in process of that flotation which the enactment was originally and ostensibly designed to facilitate. The remaining sections appear to the Committee to be free from objection.—I have, &c.,

A. ABERCROMBIE, *Chairman.*
FREDERICK NOEL PATON, Secretary.

APPENDIX P.

INDIAN REGISTRATION OF SHIPS BILL, 1899.

No. 143 of 1899.

MARINE DEPARTMENT,

BOMBAY CASTLE, 26th July 1899.

From R. B. STEWART, Esq., I.C.S., Acting Secretary to Government, to the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to forward herewith copy of a Bill to make better provision for the Registration of British ships in British India with Statement of Objects and Reasons, and to request that you will be so good as to favour Government with the opinion of the Chamber of Commerce, Bombay, on the provisions of the Bill by the 15th September 1899.—I have, &c.,

R. B. STEWART, Acting Secretary to Government.

STATEMENT OF OBJECTS AND REASONS.

The Indian Registration of Ships Act, 1841 (X of 1841), and the amending Act XI of 1850 were passed in pursuance of the Statute 3 & 4 Vict., c. 56. The provisions of that Statute were expressly saved by section 108 of the Merchant Shipping Act, 1854 (17 and 18 Vict., c. 104), but the saving was not repeated when the latter Act was recently repealed by Parliament and replaced by the Merchant Shipping Act, 1894 (57 & 58 Vict., c. 60). Section 2 of the Statute of 1894 provides that every British ship shall, unless exempted, be registered thereunder, and that, if a ship so required to be registered is not duly registered, she shall not be recognized as a British ship and shall not be entitled to any of the benefits, privileges, advantages or protection enjoyed by a British ship. Section 745, sub-section (1) clause (*e*), then declares that ships registered under the Merchant Shipping Act, 1854, or duly registered before the passing of that Act, shall be deemed to have been registered under the new Act. The result, apparently, is that, as the

law now stands, registration under the Indian Acts of 1841 and 1850 effected after the passing of the Statute of 1854 is not sufficient to give a ship the status of a British ship; and that that status can be acquired only by registration in accordance with the provisions of the Statute of 1894. But by virtue of section 735 of the latter Statute the legislature of any British possession may, by an Act confirmed by Her Majesty in Council, repeal, wholly or in part, any of its provisions and enact others in the place thereof. The necessity for legislation in exercise of the power so conferred has been brought to the notice of the Government of India, and it has been decided that it should be undertaken without further delay. The present Bill originally formed Part II of the general Merchant Shipping Bill which, though introduced in the Governor General's Council in 1892, is still pending before the Council. In connection with that Bill various legal and technical difficulties have been raised, and it has been found impossible to proceed with it as a whole at present; but no such difficulties appear to exist in connection with the Part above referred to, and it has, therefore, been extracted and thrown into the form of a separate Bill with a view to its early introduction and passage into law.

The 28th June 1899. T. RALEIGH.

CHAMBER OF COMMERCE, 23rd August 1899.

The SECRETARY to GOVERNMENT, Marine Department, Bombay.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to acknowledge the receipt of your letter No. 143 of the 26th July 1899, together with a copy of the Bill to make better provision for the registration of British Ships in British India, respecting which Government have been good enough to ask for an expression of the opinion of this Chamber.

In reply, I am to say that the Committee having considered the Bill, do not find any points calling for criticism, and they have therefore no remarks to offer on the provisions of the proposed measure.—I have, &c.,

FREDERICK NOEL PATON, Secretary.

APPENDIX Q.

LIVE-STOCK IMPORTATION ACT.

No. 4125 OF 1899.

REVENUE DEPARTMENT,
BOMBAY CASTLE, 15th June 1899.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to forward, for the information of the Chamber, a copy of Government Resolution No. 4124, dated 15th June 1899, containing the orders of the Government of India, on the subject of the action to be taken in India under Act IX of 1898 (Live-Stock Importation).—I have, &c.,

H. S. LAWRENCE, Under-Secretary to Government.

No. 4124.

REVENUE DEPARTMENT,
BOMBAY CASTLE, 15th June 1899.

Letter from the Principal, Bombay Veterinary College, No. 645, dated 3rd December 1897—Requesting, with reference to Government Resolution No. 7233, dated 1st October 1897, that a plot of land in or near the Docks may be placed at his disposal for the isolation of horses arriving from tick-infected areas; and making remarks.

Letter from the Principal, Bombay Veterinary College, No. 667, dated 16th December 1897.

Memorandum from the Collector of Land Revenue, Customs and Opium, Bombay, No. L.R.—89, dated 13th January 1898.

Letter from the Principal, Bombay Veterinary College, No. 52-L., dated 17th February 1898.

Memorandum from the Marine Department of the Secretariat, No. 456, dated 27th April 1898—Retransferring the papers, together with a letter from the Secretary, Bombay Port Trust, No. 1711, dated 22nd idem.

Letter from the Principal, Bombay Veterinary College, No. 228, dated 6th July 1898.

Letter from the Survey Commissioner and Director of Land Records and Agriculture, No. A.—2317, dated 12th August 1898—Forwarding, with reference to Government Resolution No. 4871, dated 27th July 1898, draft rules under the Live-Stock Importation Act, prepared in consultation with the Principal, Bombay Veterinary College, the Superintendent, Civil Veterinary Department, and the Deputy Director of Agriculture.

Letter from the Principal, Bombay Veterinary College, No. 294-L., dated 19th August 1898.

Letter from the Principal, Bombay Veterinary College, No. 333-L., dated 8th September 1898.

Letter from the Principal, Bombay Veterinary College, No. 345-L., dated 17th September 1898.

Memorandum from the Commissioner, S. D., No. 3508, dated 26th September 1898—Forwarding, with reference to Government memorandum No. 4608, dated 15th July 1898, one from the Collector of Land Revenue, Customs and Opium, Bombay, No. L R.—1753, dated 20th idem, together with letters from the Collector of Kolaba, Nos. 5295, 5297 and 5651, dated respectively 29th August and 15th September 1898.

Letter from the Principal, Bombay Veterinary College, No. 363-L., dated 1st October 1898.

Letter from the Under-Secretary to the Government of India, Department of Revenue and Agriculture (C. V. A.), No. 2143—111-24, dated 17th October 1898.

Letter from the Principal, Bombay Veterinary College, No. 407-L., dated 26th October 1898.

Letter from the Principal, Bombay Veterinary College, No. 432-L., dated 11th November 1898.

Memorandum from the Commissioner, S. D., No. 4236, dated 27th November 1898—Forwarding, with reference to Government memorandum No. 6899, dated 28th October 1898, a letter No. 6892, dated 19th November 1898, from the Collector of Kolaba.

Letter from the Principal, Bombay Veterinary College, No. 454-L., dated 7th December 1898.

Letter from the Government of India, Department of Revenue and Agriculture (C. V. A.), No. 2581—111-28, dated 21st December 1898.

Letter from the Principal, Bombay Veterinary College, No. 466-L., dated 21st December 1898.

Letter from the Collector of Land Revenue, Customs and Opium, Bombay, No. L.R.—3170, dated 22nd December 1898.

Letter from the Executive Engineer, Bombay Defences Division, Military Works, No. 132-4—11, dated 5th January 1899.

Letter from the Principal, Bombay Veterinary College, No. 15-L., dated 12th January 1899.

Letter from the Executive Engineer, Bombay Defences Division, Military Works, No. 132-4—186, dated 3rd February 1899.

Letter from the Principal, Bombay Veterinary College, No. 50-L., dated 10th February 1899.

Letter from the Under Secretary to the Government of India, Department of Revenue and Agriculture (C. V. A.), No. 330—3-5, dated 16th February 1899.

Letter from the Under-Secretary to the Government of India, Department of Revenue and Agriculture (C. V. A.), No. 754—3-17, dated 17th April 1899.

Letter from the Secretary to the Government of India, Department of Revenue and Agriculture (C. V. A.), No. 984—3-20, dated 20th May 1899 :—

"With reference to previous correspondence on the subject of the action to be taken in India under Act IX of 1898 (Live-Stock Importation), I am directed to forward, for the information of the Governor in Council, a copy of a despatch No. 45, Revenue, dated the 2nd March 1899, from Her Majesty's Secretary of State for India on the subject.

"2. It will be observed that the Government of India were authorized to introduce the proposed rules and to take action under the Act before the end of July next if the Government of Queensland should be unable or unwilling to prevent the despatch of infective horses. The Colonial Government has now intimated that it is prepared to give the undertaking mentioned in the letter from the India Office, No. R. & S.—359, dated the 28th February 1899, which forms an enclosure to the despatch referred to above."

"3. Under the circumstances it will be unnecessary to enforce quarantine in India, and I am to request that, if there is no objection, this may be notified to shippers of horses and others interested in the trade in such manner as seem suitable."

RESOLUTION.—Copies of the letter from the Government of India, No. 984—3-20, dated 20th May 1899, should be forwarded to the Commissioner in Sind, the Commissioners, N., C. and S. Divisions, the Commissioner of Customs, Salt, Opium and Abkari, the Survey Commissioner and Director of Land Records and Agriculture, the Superintendent, Civil Veterinary Department, and the Principal Bombay Veterinary College, for information, with reference to Government Resolution No. 4871, dated 27th July 1898, and Government Notification No. 5542, dated 30th August 1898.

2. Copies of the letter should also be forwarded to the Municipal Commissioner for the City of Bombay, the Chairman, Bombay Port Trust, and the Secretaries, Chambers of Commerce, Bombay and Karachi, and Veterinary Major Mills should be requested to communicate the orders of the Government of India to the leading heads of houses engaged in the importation of horses from the Australian Colonies.

H. S. LAWRENCE, Under-Secretary to Government.

R. & S.—359.

INDIA OFFICE, 28th February 1899.

The UNDER-SECRETARY of STATE, Colonial Office.

SIR,—With reference to the correspondence ending with Mr. Bertram Cox's letter No. 22-114—98, dated the 7th October, I am directed by the Secretary of State for India to forward a copy of further papers* concerning the steps which it is intended to take for preventing the introduction of the Tick disease into India.

*Letter from Government of India, dated 19th January 1899, with enclosures (a) letter from the Bengal Government, (b) proposed Bengal Rules.

Letter from Secretary to the Government of India, dated 26th January 1899.

Sir H. Walpole's letter of the 1st October 1898 forwarded copy of the Live-Stock Importation Act, 1898, and of the notification it was proposed to issue under that Act. The present papers contain copy of the rules under which the importation of Queensland horses into India will be permitted. Practically those rules direct that animals from Queensland, on reaching India, must be kept in quarantine for 30 days; must be bathed in salt water four times; must be subject to

Government inspection; will be free if found uninfected after the 30 days' segregation, and will be subject to further treatment or may be destroyed if found to be infected at the end of 30 days. Live-stock introduced into India contrary to these rules will be liable to be destroyed.

The Government of India report that these rules are accepted by Indian horse importers; that they are not more stringent than those which other Australian Colonies are enforcing against Queensland, and that the trade will not be seriously hampered, as in present circumstances imported horses† are usually kept in the stable for some weeks after landing.

† *Note.*—Race horses and hacks brought over in specially good condition are exceptions.

The Indian Government ask that the Act and the proposed rules may be brought to the notice of the Australian Governments. And they further state that, if the Queensland Government sees fit to undertake that no cargo of horses should be embarked from an infected area until every animal had been segregated, dipped and certified to be non-infectious, it would probably be thought unnecessary to take action in India under the new law or the rules.

Lord George Hamilton suggests that Mr. Secretary Chamberlain should cause a copy ‡ of the papers to be furnished to the Queensland Government, who might be invited to inform the Government of India direct whether they are willing to guarantee that no infectious horses are despatched to India from the Colony.

‡ Twelve copies of the following papers are forwarded for transmission, namely,—

Act IX of 1898.

Government of India letter of 25th August 1898, with one enclosure.

Government of India letter of 19th January 1899, with two enclosures.

Secretary to the Government of India letter, dated 26th January 1899.

Present letter from the India Office to the Colonial Office.

The present horse-importing season is now practically over. The next season's arrivals will begin to reach India in July or August, and there will be time for the Queensland Government to decide whether action shall be taken in Queensland or not. Lord George Hamilton will inform the Government of India of the course he has taken; and he will authorise that Government to pass the proposed rules before the end of July next, on the understanding that they are not to be put in force unless the Queensland Government shall decide that they cannot undertake to prevent infectious horses from being shipped from the Colony to India.—I have, &c.,

ARTHUR GODLEY.

APPENDIX R.

BILL TO PROVIDE FOR THE REGULATION OF THE IMPORTATION, POSSESSION AND SALE OF WHITE ARSENIC AND OTHER POISONS.

No. 5837 OF 1899.

JUDICIAL DEPARTMENT,
BOMBAY CASTLE, 17th August 1899.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to forward to you herewith copy of a letter from the Government of India, Home Department, No. 788, dated the 31st May 1899, forwarding a draft Bill to provide for the regulation of the importation, possession, and sale of white arsenic and other poisons, and to request that you will be so good as to favour Government, at your early convenience, with the opinion of the Chamber on the provisions of the draft Bill.—I have, &c.,

L. C. CRUMP, Under-Secretary to Government.

No. 788.

Home Department.
Judicial.

SIMLA, 31st May 1899.

From R. NATHAN, Esq., Under-Secretary to the Government of India, to the SECRETARY to the GOVERNMENT of BOMBAY, Judicial Department.

SIR,—With reference to the correspondence ending with your letter No. 2058, dated the 12th March 1897, I am directed to forward a draft Bill to provide for the regulation of the importation, possession and sale of white arsenic and other poisons. The Bill is the outcome of the opinions of the Local Governments and Administrations which were received in response to the circular letter of this Department of the 26th August 1895. I am to request that the Government of India may be favoured with the opinion of the Government of Bombay on its provisions.—I have, &c.,

R. NATHAN, Under-Secretary to the Govt. of India.

BOMBAY CHAMBER OF COMMERCE, 31st August 1899.

L. C. CRUMP, Esq., I.C.S., Under-Secretary to Government, Judicial Department, Bombay.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to acknowledge the receipt of your letter No. 5837 of the 17th instant, together with a copy of a draft Bill to provide for the regulation of the importation, possession and sale of white arsenic and other poisons, respecting which Government have been good enough to ask for an expression of the views of the Chamber.

In reply, I am to say that the Bill has received the careful consideration of the Committee, but that they have no suggestions to offer on the provisions of the proposed measure.—I have, &c.,

FREDERICK NOEL PATON, Secretary.

APPENDIX S.

FORGED TRANSFERS ACT.

BOMBAY CHAMBER OF COMMERCE, 11th October 1899.

The SECRETARY to GOVERNMENT, Judicial Department, Bombay.

SIR,—The attention of the Committee of the Bombay Chamber of Commerce has been directed to the case of Hasaranj Parmanand *vs.* Ruttansey Valjee and others for the recovery of property consisting of shares, Government Paper, Promissory Notes, &c., transferred to the defendants under forged signatures. Mr. Justice Russell, in delivering judgment, made comment on the inadequate protection afforded to the public by the relevant law in force in India, and expressed a hope that the Imperial Government of India would be able to pass an enactment somewhat on the lines of the Forged Transfers Act of 1891-92 in force in the United Kingdom.

2. Under the instructions of my Committee, I, therefore, have the honour to submit that some such legislation is urgently necessary, not only because of the impediment offered by present conditions to the free transfer of property of the kind in question, but because, for special reasons, these conditions tend strongly to depreciate Government Paper. It appears that the existence of a fraudulent signature upon a Government Promissory Note which has been withdrawn by the Currency Office and replaced in circulation by a clean note issued in lieu of it, is held to invalidate all subsequent transfers of the said new note, although the persons effecting transfer of that note have not even seen the defective signature or known of its existence. Such a condition appears to my Committee to be in the highest degree inequitable.—I have, &c.,

A. ABERCROMBIE, Chairman.
FREDERICK NOEL PATON, Secretary.

No. 1018 OF 1900.

JUDICIAL DEPARTMENT,
BOMBAY CASTLE, 9th February 1900.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter, dated the 11th October 1899, representing on behalf of the Committee of the Bombay Chamber of Commerce the necessity for the enactment of a law for India somewhat on the lines of the Forged Transfers Act of 1891-92 in force in the United Kingdom.

In reply, I am to inform you that Government, after consulting the Honourable the Chief Justice and Judges of the High Court, are not satisfied that the suggested legislation is desirable.—I have, &c.,

R. J. C. LORD, Under-Secretary to Government.

APPENDIX T.

RULES UNDER THE DECK AND LOAD-LINES ACT, 1891.

No. 161 OF 1899.

MARINE DEPARTMENT,
BOMBAY CASTLE, 31st August 1899.

From the ACTING SECRETARY to GOVERNMENT to the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to forward herewith copies of a letter from the Government of India, No. 3692 S.R., dated the 12th August 1899, and of the rules and tables it is proposed to issue under the Deck and Load-Lines Act, 1891, for sailing vessels engaged solely in the Indian coasting trade, and to request that Government may be favoured with the views of the Chamber on the draft rules.—I have, &c.,

J. M. ANTIA, for Acting Secretary to Government.

No. 3692 S. R.

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

STATISTICS AND COMMERCE.

Commerce and Trade.

Merchant Shipping.

SIMLA, 12th August 1899.

To the SECRETARY to the GOVERNMENT of MADRAS, BOMBAY and BENGAL, Marine Department, and the SECRETARY to the GOVERNMENT of BURMA, Commerce Department.

SIR,—I am directed to forward a draft of the rules and tables which it is proposed to issue under the Deck and Load-Lines Act, 1891, for sailing vessels engaged solely in the coasting trade; and to request that the Government of India may be furnished with the views of the Government of $\frac{\text{Madras}}{\text{Bombay}}$ $\frac{}{\text{Bengal}}$ $\frac{}{\text{Burmah}}$ whether the rules are sufficient and suitable for the purpose they are intended to serve.

2. These rules have been framed because such vessels were not, and could not have been, provided for in the tables of freeboard construct-

ed by the Board of Trade, and it therefore became necessary to frame separate tables for them, the conditions under which they ply being such that the application to them of marks which are suitable for vessels engaged in local trade on the coasts of the British Islands would be unjust and injurious.—I have, &c.,

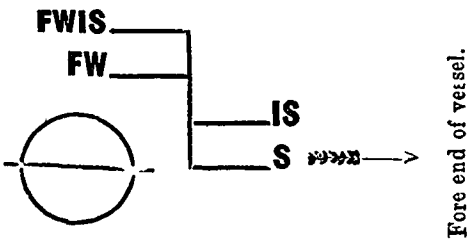
J. F. FINLAY, Secretary to the Government of India.

Rules as to Load Line Marks, Seasons, Certificates, Draught of water and Freeboard, for Sailing Vessels engaged solely in the Indian coasting trade.

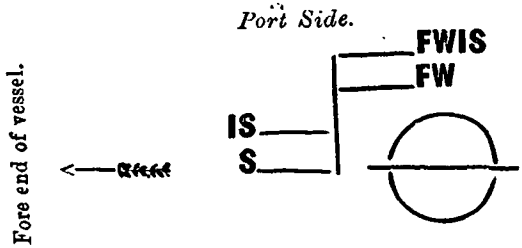
1. The lines to be used in order to indicate the maximum load line under different circumstances and at different seasons shall be nine inches in length and one inch in thickness, and the maximum load line shall be the upper edge of each of such lines.

2. The said lines shall be horizontal lines marked on both sides of the ship, extending from and at right angles to a vertical line marked twenty-one inches forward of the centre of the disc. The maximum load line in fresh water shall be marked abaft such vertical line and the maximum load lines in salt water shall be marked forward of such vertical line, as shown in the following diagrams:—

Starboard Side.



Port Side.



The arrow (»»»» ——>) points in the direction of the vessel's head.

The provisions of the Indian Merchant Shipping Act, 1880, Chapter II, shall have effect as if any such maximum load line were drawn through the centre of the disc.

3. Such maximum load lines shall be as follows, namely :—

For fresh water, Indian summer,
„ fresh water,
„ Indian summer (Indian fair weather season),
„ summer (Indian foul weather season),

and shall be distinguished by initial letters permanently and conspicuously marked opposite such horizontal lines as aforesaid, such initial letters being as follows :—

F. W. I. S.—Fresh water, Indian summer.

F. W.—Fresh water.

I. S.—Indian summer (Indian fair weather season).

S.—Summer (Indian foul weather season).

The upper edge of the horizontal line passing through the centre of the disc shall always indicate the summer freeboard in salt water.

4. The ships to which these rules apply shall be marked, in addition to the Indian summer and summer load line, with the line indicating the maximum load line in fresh water.

5. The said disc, and the lines, or marks, to be used in connection therewith, shall be painted white or yellow on a dark ground, or black on a light ground, and the position of the disc, and of each of the lines, shall, in the case of iron and steel vessels, be permanently marked by centre punch marks, and shall, in the case of wooden vessels, be sunk for their breadths into the planking a depth of not less than one-quarter of an inch.

6. Application for a certificate of approval of the position of the disc or any alteration thereof shall be made to the Port Officer of _____ by the owner or agent in the form marked L.L.I. in the schedule hereto annexed and the application shall be accompanied by the prescribed fee. After survey a certificate shall be issued by the Port Officer in duplicate in the form in the schedule hereto annexed which is applicable to the case ; one part shall be delivered to the applicant, and the other part shall be recorded by the Port Officer.

The managing owner, agent, or master shall also forthwith, on the delivery to him or his agent of any such certificate as aforesaid, cause the same to be framed and put up in some conspicuous part of the ship so as to be visible to all persons on board the same and shall cause it to be continued so put up so long as such certificate remains in force and such ship is in use.

On a certificate of approval ceasing to have effect, application shall at once be made by the registered managing owner of the ship for the granting of a new certificate of approval, and the old certificate shall be delivered up to the Government who issued and who shall cancel the same.

7. The master of every ship to which these rules apply shall, before she leaves any port in India for the purpose of proceeding to sea, enter in the official log all the particulars stated in the certificate so issued as aforesaid if not previously entered.

8. For the purpose of these rules the following periods shall mean "Indian summer" (fair weather season) and "summer," respectively :—

	Fair season (Indian summer).	Summer.
(*a*) Bay of Bengal, east of Tuticorin.	15th November to 25th May.	26th May to 14th November.
(*b*) West Coast: Sind, Bombay and Malabar.	1st September to 25th May.	26th May to 31st August.

The seasons as prescribed should have reference to the nature of the voyage in all cases.

9. The following rules are prescribed with respect to certificates of approval and their duration :—

(*a*) As regards all ships classed in Lloyd's Register or by any other corporation or association for the survey or registry of shipping approved by the Government of_____, the certificate of approval shall cease to have effect when the class of the ship is changed or withdrawn. Such certificate shall be in the form L.L.2 in the schedule hereto.

(*b*) As regards unclassed wooden ships which have been opened out for survey, and unclassed iron and steel ships,

the certificate shall be granted for a fixed time varying with the age and condition of the ship, at the expiration of which it shall cease to have effect. Such certificate shall be in the form L.L.2-A in the schedule hereto.

(*c*) As regards unclassed wooden ships which have not been opened out for survey, no limit of time shall be imposed in the certificate, which shall be in the form L.L.2-B in the schedule hereto.

(*d*) As regards all vessels having deck erections, in respect of which deductions have been made for freeboard, if any change tending to invalidate the right to such deductions is made in the structural condition of the deck erections, the certificate of approval shall thereby cease to have effect.

10. For the purpose of these regulations the expression "amidships" shall mean the middle of the length of the load water line as measured from the foreside of the stem to the aft side of the stern post.

Officers entrusted with approval of freeboard and the survey of vessels reported to be overladen will be guided by the Tables of Freeboard issued by the Board of Trade, and, in respect to Indian summer voyages, by the following Table of Freeboard :—

Table of Freeboard for First-class Iron, Steel, Wood, and Composite Sailing Vessels of the Highest class, engaged solely in the Indian Coasting Trade.

Moulded depth.								Deduction in inches for Indian summer (Indian fair weather season) voyages.
Ft.	In.			Ft.	In.			
11	0	and	under	14	6	...	...	1
14	6	„	„	17	6	...	...	1½
17	6	„	„	20	0	...	...	2
20	0	„	„	22	6	...	...	2½
22	6	„	„	25	0	...	...	3
25	0	„	„	27	6	...	...	3½
27	6	„	„	29	6	...	...	4
29	6	to	„	31	0	...	...	4½

(INNER PAGE)

SCHEDULE.

Form L.L.1.

Application for Certificate of Approval of the Position of a Load Line Disc under the provisions of the Indian Merchant Shipping Act (VII of 1880), as amended by the Deck and Load Lines Act (XVII of 1891).

Application is hereby made to the Port Officer for a certificate of approval of the position [or alteration of the position] of a load line disc on the Official No. . [The vessel is classed in] is not classed.].

The vessel is intended to be employed exclusively in the Indian coasting trade.

No previous application has been made for a certificate of approval of the position [or alteration of the position] of a load line disc on this vessel to any other authority appointed in accordance with the Indian Merchant Shipping Act (VII of 1880) as amended by the Deck and Load Lines Act (XVII of 1891) [except in respect of a previous certificate dated , which has expired (or ceased to have effect)].

Dated this day of 18 .

Managing Owner (Agent).

Form L.L.2.

Certificate of Approval of the Position [or alteration of the position] of the Disc on the sailing ship " " Official No. , in pursuance of the Indian Merchant Shipping Act (VII of 1880) as amended by the Deck and Load Lines Act (XVII of 1891).

[I, , a Surveyor employed by , and specially authorised by in this behalf]

[*or* I, , an officer of the Government of have approved, on behalf of the Government of , the position [or alteration of the position] of the disc on the sailing ship " " Official No. , and hereby certify that the centre of such disc is placed at feet inches below the deck line marked under the provisions of the Indian Merchant Shipping Act, 1880.

Position of Lines to be used in connection with the Disc.

Maximum load line in fresh water, Indian summer, feet inches above the centre of the disc.

Maximum load line in fresh water, feet inches above the centre of the disc.

Maximum load line in Indian fair weather season, feet inches above the centre of the disc.

Maximum load line in summer, the centre of the disc.

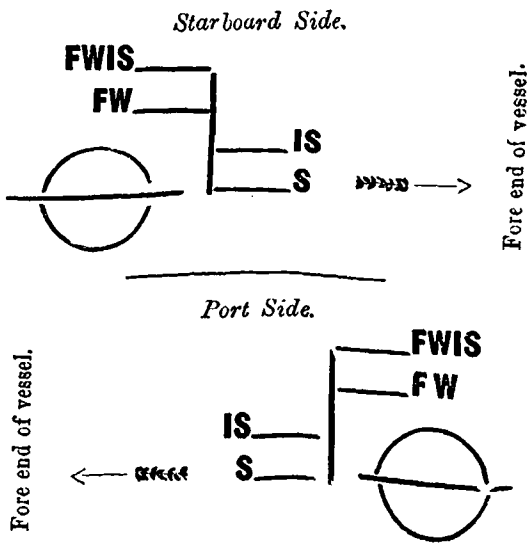
This certificate is to remain in force only so long as the vessel remains in her present class, provided that no change has taken place in the structural condition of those deck erections in respect of which deductions have been made for freeboard.

Dated this *day of* 18 .

(*Signature.*)

Note.—In accordance with the rules made by the Government of India, the disc and lines must be permanently marked by centre punch marks or cutting, and the particulars given in this certificate are to be entered in the official log. This certificate must also be framed and put up in some conspicuous part of the ship.

If and so soon as the class of the ship is either changed or withdrawn, or if and so soon as any change is made in the structural condition of the deck erections above mentioned, this certificate will be cancelled, and must be delivered to the Government for that purpose, and the owner shall then apply either to the original load-line authority, or to any other load-line authority approved by the Government, for a new certificate.



Form L.L.2-A.

Certificate of Approval of the Position [alteration of the position] of the Disc, on the sailing ship, " ," Official No. , in pursuance of the Merchant Shipping Act (VII of 1880), as amended by the Deck and Load Lines Act (XVII of 1891).

[I, , a Surveyor employed by and specially authorised by in this behalf]

[*or* I, , an officer of the Government of] have approved, on behalf of the Government of , the position [or alteration of the position] of the disc on the sailing ship " ," Official No. , and hereby certify that the centre of such disc is placed at feet inches below the deck line marked under the provisions of the Indian Merchant Shipping Act, 1880.

Position of Lines to be used in connection with the Disc.

Maximum load line in fresh water, Indian summer, feet inches above the centre of the disc.

Maximum load line in fresh water, feet inches above the centre of the disc.

Maximum load line in Indian fair weather season, feet inches above the centre of the disc.

Maximum load line in summer, the centre of the disc.

This certificate is to remain in force until the day of 189 .

Dated this day of 18 .

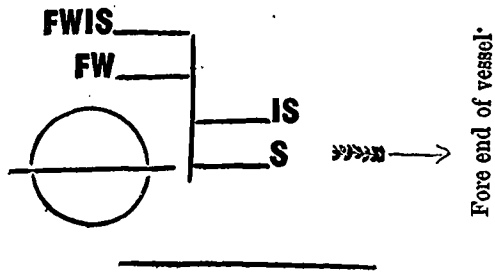
(*Signature.*)

Note.—In accordance with the regulations made by the Government, the disc and lines must be permanently marked by centre punch marks or cutting, and the particulars given in this certificate are to be entered in the official log. The certificate must also be framed and put up in some conspicuous part of the ship.

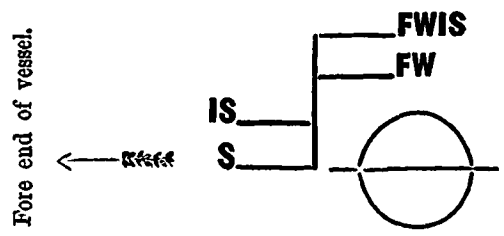
On the day of 18 or if and so soon as any change is made in the structural condition of those deck erections, in respect of which deductions have been made for freeboard, this certificate will cease to have effect and must be delivered to the Government to be cancelled, and the owner shall then apply either to

the original load-line authority, or to any other load-line authority approved by Government, for a new certificate.

Starboard Side.



Port Side.



FORM L.L. 2-B.

Certificate of Approval of the Position [alteration of the position] of the Disc on the sailing ship " ," Official No. , in pursuance of the Indian Merchant Shipping Act [VII of 1880], as amended by the Deck and Load Lines Act [XVII of 1891].

[I, , a Surveyor employed by and specially authorised by in this behalf]

[*or* I, , an officer of the Government of] have approved on behalf of the Government of the position [or alteration of the position] of the disc on the sailing ship " ," Official No. and hereby certify that the centre of such disc is placed at feet inches below the deck line marked under the provisions of the Indian Merchant Shipping Act, 1880.

Position of Lines to be used in connection with the Disc.

Maximum load line in fresh water, Indian summer, feet inches above the centre of the disc.

Maximum load line in fresh water, feet inches above the centre of the disc.

Maximum load line in Indian fair weather season, feet inches above the centre of the disc.

Maximum load line in summer, the centre of the disc.

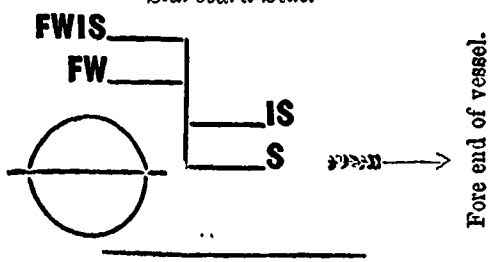
Dated this *day of* 18 .

(*Signature.*)

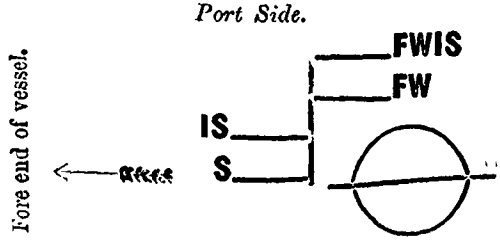
Note.—In accordance with the rules made by the Government, the disc and lines must be permanently marked by centre punch marks or cutting, and the particulars given in this certificate are to be entered in the official log. The certificate must also be framed and put up in some conspicuous part of the ship.

If and so soon as any change is made in the structural condition of those deck erections in respect of which deductions have been made for freeboard, this certificate will be cancelled, and must be delivered to the Government for that purpose, and the owner shall then apply either to the original load-line authority, or to any other load-line authority approved by Government, for a new certificate.

Starboard Side.



Port Side.



BOMBAY CHAMBER OF COMMERCE, 21st September 1899.

The SECRETARY to GOVERNMENT, Marine Department, Bombay.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce I have the honour to acknowledge the receipt of your letter No. 161 of the 31st August 1899, together with a copy of the rules and tables which it is proposed to issue under the Deck and Load-Lines Act, 1891, for sailing vessels engaged solely in the Indian coasting trade.

In reply, I am to say that the papers referred to have received the careful consideration of the Committee, but that they have no criticisms to offer in respect of the draft rules.—I have, &c.,

FREDERICK NOEL PATON, Secretary.

APPENDIX U.

REGULATIONS UNDER THE PILGRIM SHIPS ACT, 1895.

No. $\frac{1368}{A}$ OF 1899.

GENERAL DEPARTMENT,
BOMBAY CASTLE, 22nd March 1899.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—With reference to the correspondence ending with Government letter No. 6132, dated the 8th November 1897, I am directed to state, for the information of the Chamber, that the question therein referred to regarding the provision of disinfecting stoves on pilgrim ships in accordance with Rule 58 (1) of the rules under the Pilgrim Ships Act, 1895, was subsequently referred to the Government of India. That Government have in reply intimated that they do not consider it would be expedient to prescribe the use of any particular class or make of machine, and that they are of opinion that it will be sufficient to instruct Port Health Officers to pass any machine which will effect disinfection in the manner prescribed in paragraph 4 of their letter No. 1951, dated the 6th August 1898, embodied in the Resolution of this Government, General Department (Plague), No. $\frac{4615}{4856\ P.}$ dated the 17th August 1898. The Government of India have also suggested that the attention of shipowners should be invited to the "Bowman" apparatus manufactured by Messrs. Richardson and Cruddas of Bombay, which appears to be effectual and can be obtained at a comparatively small cost, and that vessels which have already an apparatus sufficient for practical purposes should not be required to get a new one.—I have, &c.,

R. B. STEWART, Acting Secretary to Government.

No. 2013 OF 1899.

GENERAL DEPARTMENT,
BOMBAY CASTLE, 10th May 1899.

From the ACTING SECRETARY to GOVERNMENT to the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—In continuation of my letter No. 917, dated the 28th February 1899, I am directed to forward herewith, for the information of the Chamber of Commerce, Bombay, copy of a Notification No. 1555, dated the 28th April 1899, issued by the Government of India, publishing the rules revising the scale of boats to be carried by pilgrim ships.—I have, &c.,

J. M. ANTIA, for Acting Secretary to Government.

No. 1555.

GOVERNMENT OF INDIA.

HOME DEPARTMENT.

SANITARY.

SIMLA, 28th April 1899.

NOTIFICATION.

In exercise of the powers conferred by section 58 of the Pilgrim Ships Act, 1895 (XIV of 1895), the Governor General in Council is pleased to direct that the following rule shall be substituted for Rule 6 (1) of the rules published with the Notification of the Government of India in the Home Department, No. 262, dated the 5th October 1896 :—

6. (1) Every pilgrim ship shall be provided with boats (to be placed under davits), at least two of which shall be lifeboats, according to the following scale :—

1	2	3
Gross tonnage of ship.	Minimum number of boats to be placed under davits.	Total minimum cubic contents of boats to be placed under davits L. × B. × D. × ·6.
500 and under 600	3	600
600 „ 700	3	700
700 „ 800	4	800
800 „ 900	4	900
900 „ 1,000	4	1,000
1,000 „ 1,250	4	1,200
1,250 „ 1,500	6	1,500
1,500 „ 1,750	6	1,700
1,750 „ 2,000	6	1,800
2,000 „ 2,250	6	1,900
2,250 „ 2,500	6	2,000
2,500 „ 2,750	6	2,050
2,750 „ 3,000	6	2,100
3,000 „ 3,250	8	2,400
3,250 „ 3,500	8	2,500
3,500 „ 3,750	8	2,600
3,750 „ 4,000	8	2,700
4,000 „ 4,250	8	2,800
4,250 „ 4,500	8	2,900
4,500 „ 4,750	8	2,900
4,750 „ 5,000	10	3,300
5,000 „ 5,250	10	3,400
5,250 „ 5,500	10	3,500
5,500 „ 5,750	10	3,600
5,750 „ 6,000	10	3,700

PROVISO.—Provided that, where in ships already fitted the minimum cubic contents of boats placed under davits are provided, as required by column 3 of the said scale, this rule shall be deemed to have been sufficiently complied with although the actual number of boats so carried falls below the minimum prescribed in column 2 of the said scale.

A. H. L. FRASER, Offg. Secy. to the Govt. of India.

No. 4366 OF 1899.

GENERAL DEPARTMENT,
BOMBAY CASTLE, 4th October 1899.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—In continuation of my letter No. 3162, dated the 24th July 1899, I am directed to forward herewith, for the information of the Chamber of Commerce, Bombay, copy of a Notificatiom No. 2636, dated the 15th ultimo, issued by the Government of India, showing the amendments which have been made in Rules 31 and 66 of the rules issued under section 58 of the Pilgrim Ships Act, 1895.—I have, &c.,

J. DE ATKINS, Secretary to Government.

NOTIFICATION.

In exercise of the powers conferred by section 58 of the Pilgrim Ships Act, 1895 (XIV of 1895), the Governor General in Council is pleased to direct that the following amendments be made in the rules published with the Notification of the Government of India in the Home Department, No. 262, dated the 5th October 1896 :—

(1) For the last paragraph of Rule 31, the following shall be substituted, namely :—

"A sign-board written in bold letters in the Persian, Urdu and Gujarati characters shall be displayed at the place, to be approved by the Inspector, at which stores are dispensed, announcing that food can be procured there. At the same place shall be posted a table of the rations of food and water in Persian, Urdu and Gujarati, and a price-list in the same languages of the articles of food offered for sale."

(2) In Rule 66, after sub-section 2 (*b*), the following shall be inserted, namely :—" and (*c*) the words *food is procurable on board the ships*."

APPENDIX V.

ADEN PORT-CLEARANCE AND TRADE REGISTRATION BILL.

No. 1233 of 1899.

REVENUE DEPARTMENT,
BOMBAY CASTLE, 16th February 1899.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to forward copy of a Bill entitled "The Aden Port-Clearance and Trade Registration Bill," with a Statement of Objects and Reasons, which it is proposed to introduce into the Council of the Governor of Bombay for making Laws and Regulations, and to request that you will be so good as to favour Government with the opinion of the Chamber on the provisions of the Bill.—I have, &c.,

G. W. HATCH, Acting Under-Secretary to Government.

STATEMENT OF OBJECTS AND REASONS.

Aden is not a customs port within the meaning of the Sea Customs Act, 1878, (*vide* section 3 (*d*) of Act VIII of 1878) and a vessel leaving that port is not required to obtain port-clearance. Moreover, it is not the recognized duty of any officer of Government at Aden to grant a port-clearance. Consequently, although section 50 of the Aden Port Trust Act (Bombay Act V of 1888) contemplates the existence of an "officer of Government whose duty it is to grant" port-clearance, the provisions of that section which was intended to facilitate the levy of port and other dues, have so far remained a dead letter.

2. To remedy this defect, and to prevent the Port Trust from being defrauded of its dues, it is proposed to empower the Governor in Council to appoint officers to grant port-clearances (*vide* section 8 of the Bill). Moreover, various provisions have been framed with the same object, on the analogy of similar provisions in the Sea Customs Act, 1878, while care has been taken at the same time not to interfere with the maintenance of Aden as a free port. The law relating to port-clearances in customs ports is contained in sections 62 to 66 of the Sea Customs Act, and suitable provisions have been borrowed from these sections and embodied in sections 9 to 14 of the present Bill. In other parts of the Bill, marginal references have also been

made to those provisions of the Sea Customs Act which have been adopted for the present measure.

3. The other main object of this Bill is to afford certain facilities not hitherto provided for the ascertainment of trade statistics. For this purpose an officer, styled the 'Trade Registrar,' is to be appointed by the Resident at Aden. The Bill provides for the giving of information to the Trade Registrar on the arrival and departure of vessels (Chapter II), on the discharge and entry inwards of goods (Chapter IV) and on their exportation and transhipment (Chapters V and VI). General provisions affecting vessels and goods in port (Chapter III) have also been adopted from the Sea Customs Act.

4. In the Sea Customs Act (section 182) a special authority, consisting of selected officers of Customs, is provided for the adjudication of penalties under that Act. This provision would not apply to Aden, and it has seemed desirable not to create a new and non-judicial department in Aden for conferring penalties under the present measure, but to leave such adjudication to the Magistracy. Attention is drawn to this point in the last section of the Bill, section 35 Chapter VIII.

5. Finally, it has appeared more convenient to embody the various provisions referred to above in a separate Act, in the form proposed, than to introduce them as amendments into Aden Port Trust Act, 1888.

BOMBAY CHAMBER OF COMMERCE, 13th March 1899.

The SECRETARY to GOVERNMENT, Revenue Department, Bombay.

SIR,—I have the honour to acknowledge the receipt of your letter No. 1233 of the 16th February 1898, in which you forward a copy of "The Aden Port-Clearance and Trade Registration Bill," and request that you may be informed as to the opinion of the Bombay Chamber of Commerce on the proposed measure.

2. The Bill having received the careful consideration of the Committee, I am instructed to submit the following criticisms thereon :—

3. In drafting the Bill sufficient regard does not seem to have been had to the peculiar character of the Port of Aden.

In the year 1897-98, the number of vessels touching at Aden fell to 2,496, and of this number only 816 " called to discharge or take cargo," while a large proportion of the cargo so discharged or taken was transhipment cargo. The other purposes for which vessels called are thus given in the Government Returns :—" 167 called for coal : 20 discharged coal : " 60 called for provisions : 5 called for orders : 2 to land " passengers : 2 for medical attendance : 2 for repairs : 1 for " bill of health : 1 for mails : 1 on account of salvage : 1 had " no communication." From this it is evident that Aden is a typical bye-port ; that vessels pass through with the utmost expedition and have not time to satisfy certain of the requirements of the Bill under report. Any regulations tending to impose on vessels not otherwise and by the conditions of their commerce obliged to delay at Aden, the necessity of so delaying for the simple purpose of furnishing data to a statistical department, would impose a sensible tax upon the trade destined for more important centres, and are therefore, in the opinion of the Committee, to be most strongly deprecated.

CHAPTER I.

Section 4, *Sub-section* (2), *second paragraph.*—The provision restricting to the master the power to satisfy the requirements of the Bill in respect of signature of manifests is new ; does not appear in the Indian Act, and seems to the Committee undesirable, seeing that the master in many cases has not time to prepare such a document and that the first part of the Sub-section is in itself sufficient.

CHAPTER II.

Section 5, *Sub-section* (3) (*b*).—The Committee recommend the omission of the requirement to " specify all goods imported in such vessel," and submit that the specification of all goods intended to be landed or transhipped is sufficient. Information as to goods not

to be landed or transhipped would be unnecessary, while under modern conditions few vessels would be in a position to furnish it. Only in rare cases is a complete manifest carried on board, such documents being customarily forwarded to destination by post.

This recommendation if given effect to would entail the excision of the words "if any" in paragraph (*c*) which would then become (*b*).

Section 5, *Sub-section* (5).—The Committee recommend in conformity with the foregoing suggestion that after the words "copy thereof" the words "for every part of the cargo laden on board" be deleted, and the words "for every such part of the cargo laden on board as is to be landed or transhipped at Aden" be inserted.

Section 5, *Sub-section* (6) (*a*).—The Committee recommend that after the word "goods" there be inserted the words "other than passengers' baggage."

They would further point out that the Bill contains no provision similar to that expressed in Section 59 of the Indian Sea Customs Act authorising the issue of a special permit to break bulk before presentation of manifest. The said Section 59 ought, in the opinion of the Committee, to be incorporated *mutatis mutandis* in its entirety at the end of Section 5.

Section 5, *Sub-section* (8).—The fine of Rs. 500 for an offence which very well might, under the peculiar conditions of shipping at Aden, result from ignorance of "the form prescribed" for such an import manifest, appears to the Committee to be excessive. They would suggest that the fine be reduced to Rs. 200, and that after the words "if it is not" be inserted the word "approximately" and after "it does not" the words "so far as circumstances may permit."

The Committee desire at the same time to record their opinion that the scale of penalties throughout the Bill is unnecessarily high.

Section 6.—As the phrase "every officer" is ambiguous, the Committee recommend that after those words be inserted the words "appointed under Section 5, Subsection (1) of this Act."

Section 7.—The practice at Aden, which is essential to the expeditious conduct of the commerce of the Port, is that cargo is loaded into lighters before the arrival of the vessel, and is sent alongside and shipped as soon as she is at anchor. The Committee recommend therefore that after the words "by the master" be inserted the words "or Agent," otherwise the regulation will constitute a great impediment to trade.

Section 10.– The provision as to the making of an application at least twenty-four hours before the intended departure of the vessel, and the simultaneous delivery of manifest signed by the master is incompatible with the brevity of the stoppage made by most vessels at Aden. Only in rare cases does a vessel, presumably with the master on board, even come in sight of Aden "at least twenty-four hours before her intended departure." It is therefore strongly recommended that in this section power be specifically given to agents to make application for port clearance giving a guarantee that a manifest of the goods actually landed or transhipped will be duly delivered.

As has already been pointed out, ships do not now carry complete manifests of the goods already on board, nor is there time for the preparation by the master of a manifest of goods newly shipped. The Committee, therefore, also recommend that after the words "in the vessel" all the words from "and" down to "transhipped" be deleted.

Section 11, *Sub-section* (1) (*c*).—"Sub-section (5) of Section 5 seems to be quoted in error, the reference being to Sub-section (6) of the said section.

The same error is repeated in Sub-section (2) of Section 11.

Section 13 —*Second paragraph.*—Under this section as at present drawn, a master holding authority (under Section 14) to proceed to sea without a port-clearance, but under summons in a process before the Court, might legally so proceed to sea as soon as the said process has been adjudicated upon and without respect to whether he had satisfied any decree the Court might have passed concerning him in the said process.

Section 14.—The opening phrase of this section, *i.e.*, "subject to the provisions of any enactment," are ambiguous, and the Committee recommend that the wording be altered thus: "Subject to any provision of this Act whereby port clearance, etc."

Section 15.—In the marginal note is an error, Section 13 being quoted instead of Section 14.

CHAPTER IV.

Sections 20, 21, 22, 23.—In each of these sections appear the words "for home consumption," which are ambiguous. They either are superfluous or have the effect of restricting the application of the respective sections not merely to goods "cleared inwards" but to that particular section of goods cleared inwards which are to be actually consumed in Aden. The Committee, therefore, recommend that in each case the words "for home consumption" be struck out, the words as to clearance inwards sufficiently defining the application of the sections.

CHAPTER VII.

Section 34.—The Committee believe it would be well that after the word "disobedience" the word "to" be struck out, and the words "in respect of" inserted.

4. In conclusion, I am to say that the Committee entertain certain misgivings as to the effect that may be produced by any excess of elaboration in a system applicable to a commerce largely conducted by a race so suspicious as the Arabs. The latest published statistics as to Aden trade and navigation show (amongst others) the following decreases for the 12 months 1897-98 :—

Total value of trade decreased		14·56 %
Shipping	„	16· 4 %

5. My Committee are credibly informed that there is already perceptible in the native trade and shipping at Aden a disposition to move to Ports in Turkish waters, and that this tendency is due in part to the Arab impatience of supervision.—I have, &c.,

A. ABERCROMBIE, Chairman.
FREDERICK NOEL PATON, Secretary.

APPENDIX W.

BILL TO AMEND THE INDIAN PORTS ACT, 1889.

No. 3377.

GENERAL DEPARTMENT,
BOMBAY CASTLE, 3rd August 1899.

Letter from the Government of India, Home Department (Sanitary), No. 2185, dated the 10th July 1899 :—

"With reference to the letter to the Government of Bombay, No. 212,* dated the 16th January 1899, I am directed to forward a copy of Despatches to and from the Secretary of State on the subject of the Bill to amend the Sanitary clauses of Section 6 of the Indian Ports Act, 1889.

Despatch to the Secretary of State, No. 33, Sanitary, dated the 29th December 1898, and Bill.
Despatch from the Secretary of State, No. 96-Revenue, dated the 4th May 1899, and enclosures.

"2. The Secretary of State has taken exception to the draft Bill forwarded for his consideration on the ground that it infringes the principles followed by Her Majesty's Government for the protection of ports against the importation of dangerous infectious disease. To meet this objection, and in order to simplify the measure, a fresh Bill has been prepared which merely states the different classes of cases for which provision must be made, and leaves it to Local Governments to frame rules to regulate the manner of dealing with them. A copy of the revised draft is enclosed, and I am to request that the Government of Bombay will favour the Government of India with an expression of their opinion on it after considering the comments made in the following paragraphs.

"3. The Secretary of State assumes in paragraph 2 of his Despatch that the intention is to restrict the proposed legislation to diseases of an infectious or contagious character not already endemic in India. The first part of this assumption is correct, but not the second part. The present discussion began with the consideration of the manner in which legal force should be given to the rules† devised in 1879, to regulate the action to be taken with respect to vessels on which there

* Printed in the preamble of Government Resolution No. 425, dated the 27th January 1899.

† *Vide* Government Notifications No. 1352, dated the 27th May 1879, and No. 3873, dated the 18th September 1889.

are cases of disease endemic in India. This portion of the legislation cannot, in the opinion of the Government of India, be abandoned, for it is essential that local authorities shall continue to take such simple precautions as are needed to prevent vessels arriving in port with cases of cholera or small-pox from diffusing the disease.

"4. With reference to paragraphs 3 to 7 of the Secretary of State's Despatch, I am to say that the Government of India fully agree that power should not be taken to enforce quarantine at Indian ports. The present plague rules of the Maritime Local Governments do not authorize quarantine, and it may be regarded as an obsolete system in so far as India is concerned. The revised Bill omits, therefore, all mention of quarantine, and rules framed under it by Local Governments should neither use the term nor authorize the practice.

"5. Paragraph 8 of the despatch from the Secretary of State deals with the special case of cargo. The Government of India did not read the Venice Convention of 1897 as prohibiting the disinfection of cargo; but they think that recent plague experience gives strong support to the objection against it. Speaking generally, it has been found neither needful nor practicable. The inward vessels rules framed by Local Governments under the Epidemic Diseases Act do not direct or give instructions for the disinfection of cargo, though some of them provide that cargo may only be landed under such precautions as the Health Officer may deem necessary. As far as the Government of India are aware, the disinfection of cargo as a plague precaution has been very rarely enforced, and they think that it need not be enjoined in any rules which may be framed under the proposed amendment of the Ports Act. The Governor General in Council would, however, retain as an exception to the above principle the rule dealing with undecked native craft which appears as part of sub-clause (5) in the Bill sent to the Secretary of State. The special danger of the contamination of food-stuff on such craft has been recognized, and the Governor General in Council decided, after a careful consideration of the opinions given on the subject, that destruction or disinfection must be permitted.

"6. In paragraph 5 of the Despatch the Secretary of State suggests that in framing rules the guidance of Sir Richard Thorne's memorandum of the 7th June 1893 (of which a copy is appended) should be followed. The Plague Regulations issued under the Epidemic Diseases Act contain rules to meet the case of diseases uncommon in India which is provided for in sub-clauses (ii), (iii), and

(iv) of the Bill. These rules have been carefully modelled on the Venice Convention. As regards diseases common in India the Government of India desire that the Government of Bombay will draw up simple rules (eventually to be issued under sub-clause (i)) on the lines of Part I of Sir Richard Thorne's memorandum. It will probably suffice if such rules provide for—

(1) the giving of notice,
(2) the inspection of the vessel,
(3) the taking of the sick to hospital,
(4) the disinfection of infected articles,
(5) the disinfection of the infected parts of the ship, and
(6) the disinfection or destruction of cargo of undecked native crafts deemed to be contaminated.

All these precautions except the first should be carried out only when the Port Health Officer considers them necessary to prevent the spread of disease.

I am to request that a set of rules framed in accordance with these instructions may be submitted to the Government of India with the reply to this letter.

"7. With reference to paragraph 3 of your letter No. 2370,‡ dated the 6th June, I am to remark that rules against vessels likely to be infested with the *Jigger* could be enforced under the proposed amendment of the law by a declaration of the Local Government that the disease caused by the *Jigger* is to be deemed a dangerous infectious disease uncommon in India for the purposes of the Act. Such a declaration would be good under the Act even though the *Jigger* be not actually dangerous to life."

RESOLUTION.—Copies of the letter from the Government of India and accompaniments should be forwarded to the Commissioner of Customs with a request that he will be so good as to favour Government, in consultation with the Remembrancer of Legal Affairs and the Health Officer of the Port, with an early report on the proposals of the Government of India and a draft of the rules required by that Government in paragraph 6 of their letter.

2. Copies should also be forwarded to the Commissioner in Sind for favour of his opinion on the proposals after consulting the Chamber of Commerce and the Port Trustees, Karachi.

‡ *Vide* the preamble of Government Resolution No. 2771, dated the 30th June 1899.

3. Copies should also be sent to the Chairman, Bombay Port Trust, and the Chairman of the Chamber of Commerce, Bombay, for opinion.

R. B. STEWART, Acting Secretary to Government.

No. 33 of 1898.

ACCOMPANIMENTS TO GOVERNMENT RESOLUTION No. 3377, DATED THE 3RD AUGUST 1899.

GOVERNMENT OF INDIA.
HOME DEPARTMENT.

SANITARY.

CALCUTTA, 29th December 1898.

To the Right Honourable LORD GEORGE FRANCIS HAMILTON, Her Majesty's Secretary of State for India.

MY LORD,—We have the honour to forward, for your Lordship's approval, a copy of a draft Bill which we propose to introduce into our Legislative Council to amend clause (*p*) of sub-section (1) of section 6 of the Indian Ports Act, 1889, and to repeal the Indian Quarantine Act, 1870.

2. The draft Bill empowers Local Governments to make rules for protection against the spread of any disease dangerous to life from vessels entering a port, for dealing with vessels which enter a port in a condition dangerous to health, or carrying cargo or food-stuffs which are in such a condition, and for imposing quarantine. It is the outcome of a protracted discussion, the course of which must be briefly narrated.

3. On the 9th May 1879 Lord Lytton's Government issued a general Resolution explaining the principles which should govern the imposition of quarantine. It was stated in this Resolution that a system of medical inspection was sufficient to meet the case of all vessels arriving with persons suffering from any disease which is endemic in India, and that quarantine should be reserved for occasions when there is danger of diseases being imported which are either unknown or not commonly rife in India. Appended to the Resolution were two sets of model rules, one set [the A rules] for medical inspection, which might remain continuously in force, and the other set

[the B rules] for quarantine, which might only be issued as a temporary measure when the occasion should arise.

In July 1888 the Government of Madras made certain proposals for the amendment of the model A rules, which were circulated for the opinion of other Maritime Local Governments. In their reply the Government of Bombay stated that they had already prepared draft rules which embodied, with certain alterations, the Madras suggestions. At the same time the Government of Bombay expressed the opinion that the rules had not the force of law, and requested that legislation might be undertaken to remedy this defect. In August 1889 the Government of Lord Lansdowne approved of the rules proposed by the Government of Bombay, and, recognizing that neither the model A rules nor the rules proposed by the Government of Bombay could be enforced under the terms of the Indian Quarantine Act, I of 1870, suggested that they should issue under the authority conferred by sub-section (1) of section 6, clause (*p*), of the Indian Ports Act. The Government of Bombay accordingly issued the rules under the Ports Act, but subsequently represented that this course did not altogether overcome the legal difficulty. Accordingly, in August 1894, the Government of Bombay were directed to submit a draft of clauses amending clause (*p*) of sub-section (1) of section 6 of the Indian Ports Act so as to cover completely all matters dealt with, or which it was desirable to deal with, in local or general rules for the medical inspection of vessels.

With their letter No. 446, dated the 5th February 1895, the Government of Bombay forwarded a draft Bill having for its object the amplification of section 6 of Indian Ports Act, 1889, in order to give legal validity to those sections of the Medical Inspection Rules, already acted on in that Presidency, which purport to deal with the enforcement of precautions when death or disease has occurred on a vessel before its arrival in port, and also to regulate and enforce the disinfection and, where necessary, the destruction of infected bedding, clothes and cargo. At the same time the Government of Bombay suggested that legal steps might be taken to provide, in the Medical Inspection Rules, clauses to the following effect :—

(*i*) that the Health Officer should be empowered to deal with vessels and cargo which, although free from certain infectious diseases, may be in such an insanitary condition on arrival, or may become so while in port, as to be a danger to the health of the crew, passengers or others ;

(*ii*) that places should be established and regulated to be used as sanitaria for the segregation of persons among whom any infectious disease dangerous to life exists or has existed on boardship.

Before deciding whether it was necessary to undertake legislation, we referred the question in May 1895 to other Maritime Local Governments, and asked for a report on the working of the rules in force in the ports situated in those Provinces, and generally for any suggestions regarding the scope and extent of the rules. Opinion was specially invited on the question whether it is necessary or not that the authorities should have power to order the destruction of cargo. The Government of Bombay were at the same time asked for their matured opinion on the suggestions contained in their letter of the 5th February 1895.

4. The replies of the Local Governments showed a general consensus of opinion that it was desirable to legislate on the lines indicated by the Government of Bombay. That Government, with their letter No. 1299, dated the 18th March 1896, forwarded a draft Bill to amend clause (*p*) of sub-section (1) of section 6 of the Indian Ports Act, 1889, which embodied their matured opinion on the points referred to them. After carefully considering this draft and the opinions of the other Maritime Governments, we prepared and circulated, in July 1897, a draft of an amended clause based on that framed by the Bombay Government. The main points on which this draft differed from that prepared by the Government of Bombay were :—

(1) The provision contained in the draft submitted by the Government of Bombay for the destruction of infected cargo was omitted for the following reasons. We feared that it might be regarded as a serious and unnecessary interference with trade to authorize the destruction of the cargo of infected vessels. No similar provision was contained in the model A rules of 1879 ; and, although such a provision was incorporated in the rules prepared by the Bombay Government which were approved in August 1889 by the Government of Lord Lansdowne, this departure from the model rules of 1879 was probably overlooked at the time. We considered that the fact that no complaint had been made of the rule in Bombay was probably due to the circumstance that it had rarely, if ever, been acted upon, and that this was a stronger argument for omitting it as unnecessary than for retaining it. The English law does not empower the Board

of Trade to deal with infected or suspected cargo, and the Medical Inspection Rules in force in parts of India other than Bombay do not authorize the destruction of cargo. Although we were of opinion that it was not necessary or desirable to authorize a general rule for the destruction of cargo that might be infected, we were nevertheless inclined to think that it might be necessary to frame special rules for dealing with the cargo of undecked native coasting vessels, which is peculiarly liable to contamination from the crew and to be fouled by choleraic excreta. We also considered it necessary to distinguish the case of cargo, such as food-stuffs, which owing to fermentation or decomposition is in a condition dangerous to health. It is necessary that the Health Officer should be empowered to destroy dangerous cargo of this nature, and provision to this effect was accordingly made in the draft Bill prepared by us in 1897.

(2) In sub-clause (7) of our draft an addition was proposed to the rules framed by the Government of Bombay authorizing the removal of the sick to the sanitaria contemplated in sub-clause (4).

(3) Under the rules framed by the Bombay Government any master, owner or ship's officer guilty of a breach of any of the rules was liable to six months' imprisonment or a fine extending to Rs. 1,000, or both. We considered this penalty to be unnecessarily rigorous, and accordingly proposed in our draft to impose only a fine which might extend to Rs. 1,000.

As the matters dealt with in the amending legislation proposed intimately concerned the mercantile interests of the ports, we requested Maritime Governments to obtain the views of the Chamber of Commerce, the Port Trusts and other Trade Associations, and to communicate them to us with any remarks they thought fit to make.

5. The Bill which is appended to this Despatch was prepared after considering the replies to the reference made to the Maritime Local Governments in July 1897. A general concurrence was expressed with the views stated in our Circular, and the present Bill follows the lines of the draft which was forwarded with that Circular. The Government of Bombay expressed the opinion that special rules should be framed to deal with decked cargo generally, as well as with the cargo of undecked vessels, but we have accepted the view of the other Local Governments that it would be unnecessary and undesirable to

adopt this course. The Bill provides for the disinfection of any infected cargo, and this will, we consider, be sufficient. We are also of opinion that it is not desirable to adopt the suggestion of the Government of Bengal that, even in the case of undecked native vessels, the power of destroying cargo should be exercised only by the Local Government. If such destruction is really necessary, great harm may be done by the time all the facts can be placed before the Local Government and considered by it. If, on the other hand, such matters are summarily disposed of by the Local Government, the reference to that authority is not likely to be useful. The Health Officer can consider all the circumstances on the spot, and may be trusted to act with discretion.

6. Clauses have been inserted in the draft Bill authorizing the framing of rules for the medical inspection of any vessel and of the persons on board, and for the disinfection of any part of the vessel deemed to be infected. Provisions to the above effect were contained in the model A rules of 1879, but were not included in the draft clauses prepared by the Government of Bombay nor in the draft of July 1897. The present draft contains all the useful provisions of the model A rules, as well as all the additional provisions which the discussion which began in 1888 has shown to be necessary.

7. The model B rules of 1879 are now antiquated, and during the present plague epidemic they have been replaced by rules based on the Venice Sanitary Convention of 1897 and issued under the authority conferred by the Epidemic Diseases Act, 1897. It might in the future become necessary to issue quarantine rules of a similar description without bringing the Epidemic Diseases Act into force. The draft has therefore been completed by the inclusion of provisions similar to those contained in the Quarantine Act, I of 1870, which Act it is proposed to repeal by clause 3 of the Bill.

8. We propose to introduce the Bill in our Legislative Council after two months from the date of this Despatch, unless we receive in the meantime intimation from your Lordship that you wish us not to do so.—We have, &c.,

ELGIN.
W. S. A. LOCKHART.
J. WESTLAND.
M. D. CHALMERS.
E. H. H. COLLEN.
A. C. TREVOR.
C. M. RIVAZ.

REVENUE, No. 96.

INDIA OFFICE,
LONDON, 4th May 1899.

To His Excellency the Right Honourable the GOVERNOR GENERAL of INDIA in COUNCIL.

MY LORD,—On receipt of the Despatch of your Excellency's Government, No. 33 (Sanitary), dated 29th December 1898, relative to a Bill which it was proposed to introduce into your Legislative Council for enabling Local Governments to make rules for dealing with ships on their arrival with disease on board, I sent you the telegram* of which a copy is given in the margin.

Indian Quarantine Bill.

* "Your Home Department letter, dated 29th December 1898, amendment sanitary clauses Indian Ports Act. Await Despatch."

2. It is open to remark in the first place, that the wording of the Bill appears needlessly comprehensive, as it relates to "any disease dangerous to life." Assuming, however, that the intention was to restrict the proposed legislation to diseases of an infectious or contagious character not already endemic in India, there still appear to be serious objections to the principle of the Bill.

3. In this country, as your Excellency is aware, quarantine has been abolished, and the precautionary measures which are taken in lieu thereof are stated in the enclosed "Regulations" of the Local Government Board and note by their Medical Officer.

4. At the International Sanitary Conferences which have been held from time to time, the representatives of this country have sought, not without success, to impress upon those of other nations the views of their Government as to the inutility and harmful effects of quarantine; and the Secretary of State for the Colonies has recently had occasion to represent to various Colonial Governments the necessity for their regulations being framed in strict accordance with the last Venice Convention. Moreover, your Excellency's Government, in the recent case of the "Bhundara," protested against the action of the Zanzibar authorities in prohibiting the landing of grain cargo as opposed to the Venice Convention and injurious to Indian trade.

5. India, like Great Britain, has much to gain in her external trade from the abolition by other countries of antiquated, useless, and vexatious quarantine laws against shipping, and it is desirable that India should, as this country has done, set an enlightened example by

abolishing quarantine. In framing your rules, I would suggest that your Excellency should be guided by Sir Richard Thorne's memorandum of the 7th June 1893, which was drawn up for the Foreign Office, and which, I understand, has been used in endeavouring to bring other countries into line with Great Britain as regards their regulations to prevent the importation of disease by sea.

6. In view of these facts, and of the general attitude of Great Britain and her dependencies in the matter, it would seem to be inexpedient that, at a time when the Indian law relating to quarantine is under revision, the provisions under which Local Governments are empowered to enforce quarantine at their ports should be re-enacted without modification.

7. I have, therefore, felt it necessary to ask your Government to reconsider that portion of the proposed measure which relates to quarantine.

8. Should any substituted Bill be submitted to me, I would request your Excellency's attention to the considerations that disinfection of cargo is contrary to the Convention, and is often, as I am advised, impracticable. And if the destruction of food-stuffs is to be provided for, it should be clearly stated that this power is given only in the case of food-stuffs "which from decomposition or other causes are found unfit for human consumption."—I have, &c.,

GEORGE HAMILTON.

BOMBAY CHAMBER OF COMMERCE, 11th September 1899.

To the SECRETARY to GOVERNMENT, General Department, Bombay.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to acknowledge the receipt of Notification No. 3377, dated, Bombay Castle, 3rd August, 1899, together with its accompaniments, on the subject of the Bill to amend the sanitary clauses of section 6 of the Indian Ports Act, 1889.

2. The papers having received the careful consideration of the Committee, I am directed to submit the following remarks.

3. In para. 4 of the letter addressed by the Government of India to the Secretary of State on 29th December, 1898, allu-

sion is made to a draft of an amended clause prepared by the Government of India in July 1897 on the basis of that framed by the Bombay Government. It is important to bear in mind that the Bill submitted to the Chamber in August 1897, and approved by this Chamber by its letter to Government, dated 9th September of that year, was that prepared by the Bombay Government, and differed in some respects from either of those now submitted to it, notably in that it contained no reference to quarantine.

4. The Committee of the Chamber, while sharing the opinion expressed by the Secretary of State in para. 2 of his letter to the Government of India, dated 4th May, 1899, that the wording of the Bill then submitted to him was unnecessarily comprehensive, believe that the Bill now drafted is to a greater extent open to the same objection, inasmuch as the wording is so wide as to confer on the Provincial Governments powers of an indeterminate and almost unlimited nature. The Committee consider that with the exception of one or two provisions to be hereafter dealt with, the Bill submitted to the Secretary of State by the Government of India under the letter of 29th December last conferred powers of sufficient scope and of more accurate definition. While there is no doubt as to the conscientious spirit in which the powers conferred by such an Act would be wielded by the Health Officers, there remains at the present time so much diversity of opinion as to the infectious or non-infectious character of many diseases, as to what constitutes infection, and as to how such infection may be conveyed, that it cannot be considered safe in the interests of trade that the decision of questions of so large a bearing should be left to the judgment of even the most conscientious individual. In recent years it has been seen that persons into whose hands such powers might have fallen have adopted and advanced, in regard to plague and its conveyance, views which would in the presence of such powers almost certainly have resulted in the damage and destruction of food-stuffs and other property, and which are now recognized as entirely fallacious. On this

account the Committee strongly recommend that Government be urged to include in the Bill, now under contemplation, a clause specifying, as in Part II of the Regulations of the Local Government Board in England, those diseases of an infectious or contagious character to which the Act is to apply, and giving power to Local Governments only to decide from time to time what diseases of an infectious or contagious character, not so specified, are to come within the purview of the Act.

5. It is stated in para. 3 of the letter from the Government of India, No. 2185 of 10th July, 1899, that the Government attaches great importance to the exclusion of the qualification "not already endemic in India" from the definition of the diseases to which the Act is to apply. And my Committee are at one with Government on this point, seeing how very many diseases are already endemic in various parts of India, and the great importance of preventing their spread to other parts or even their importation into places already affected by them.

6. The Committee, therefore, believe that the Bill submitted to the Secretary of State in December last would, with the omission of those paragraphs relating to quarantine and with the following slight emendations, be more likely than the more recent Bill to effect without friction and confusion the purposes had in view.

7. Referring to the said earlier draft and para. (IV) therein, the Committee consider that after the word "disease" should be inserted the words "of an infectious or contagious character (not already endemic in India)."

Para. (V).—Leave out all after "disinfection" and insert the words "or destruction of cargo of undecked native craft which from decomposition, contamination, or other causes is deemed to be unfit for human consumption or dangerous to life or health."

Para. (VII).—After the word "disease" insert the words "of an infectious or contagious character (not already endemic in India)."

Para. (VIII) omit.

Para. (IX) becomes (VIII).

Para. (X) is in the opinion of the Committee equivalent to empowering the Local Governments under the Act to virtually establish quarantine or even more restrictive measures, and should, therefore, be omitted as opposed both to sound polity and to the declared principles of the British Government.

Para. (XI) becomes (IX). Omit all after the word "disease" and insert the words "or diseases of an infectious or contagious character (not already endemic in India) and not enumerated in section ( ) shall be deemed to be diseases of an infectious or contagious character within the meaning of this Act."

Paras. (XII) and (XIII) should be omitted, as they relate to quarantine which has been advisedly denounced by Government.

8. The Committee further recommend that Government be requested to afford to the Chamber of Commerce an opportunity of considering before their promulgation any rules and regulations whose issue was contemplated under the clause now under consideration.—I have, &c.,

A. ABERCROMBIE, Chairman.
FREDERICK NOEL PATON, Secretary.

APPENDIX X.

A BILL TO PROVIDE FOR THE REGULATION AND INSPECTION OF MINES.

No. 2432 of 1899.

REVENUE DEPARTMENT,
BOMBAY CASTLE, 8th April 1899.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed by His Excellency the Governor in Council to forward a copy of the Bill to provide for the regulation and inspection of mines, with Statement of Objects and Reasons, and to request that you will be so good as to favour Government with any remarks the Chamber may wish to make on the provisions of the Bill.—I have, &c.,

H. S. LAWRENCE, Under-Secretary to Government.

STATEMENT OF OBJECTS AND REASONS.

The object of this measure is for the regulation of work in, and the inspection of, mines in India. The Government has at present no legal power to inspect mines, to require notice to be given of the occurrence of mining accidents, to enforce proper precautions in the working of mines for the better avoidance of accidents and the protection of the miners, or to regulate the employment of women and children on underground work or in respect of work which is dangerous or unsuited to their age or sex.

2. In England these objects are secured by two elaborate Statutes entitled respectively the Metalliferous Mines Regulation Act, 1872, and the Coal Mines Regulation Act, 1887, and similar legislation exists in other countries in which there is mining on a considerable scale. The need for an Act here has been recognized for some time past by Her Majesty's Government at home and by the Government of India, and the present Bill is founded on the Report of a Committee which was convened in 'Calcutta by the Government in 1895, and which, after visiting various mines in Bengal and taking evidence from mine-owners, managers and others, prepared the draft of a Bill and

of detailed rules to be made under its provisions. The Committee's Report and their draft have been considered by the several Local Governments and by Companies and persons interested in the mining industry, and in framing the present Bill due advertence has been had to the suggestions and criticisms received from these sources.

3. It is proposed that the Bill shall extend to the whole of British India and to all classes of mines. It is recognised that different classes of mines require different regulations, and that precautions and appliances may be necessary in mines of one class which may be dispensed with in others ; and it is considered that this difference of treatment can be most conveniently secured by statutory rules. Power is accordingly taken in clause 21 of the Bill to make rules on all matters concerning the regulation of mines, and such rules may be made applicable either to all mines or to any classes of mines, and to the whole, or to any part, of British India. Following the principle of the English Statutes, power is further taken in clause 22 to allow special rules to be made for any particular mine in order to provide for matters which are not dealt with by the general rules. And in clause 28 power is taken to exempt from the operation of the proposed Act any local area, or any mine or class of mines, or any person or class of persons. It is considered that these provisions will enable the Government to adjust the enactment in its practical working to the very varying circumstances of the mining industry in different parts of the country and to the different kinds of mines to which it will apply.

4. Clauses 4 to 7 of the Bill deal with the appointment of Inspectors of Mines and with their powers of entry and inspection. There is already an Inspector of Mines for the whole of British India, appointed by the Government of India, although he is at present without statutory powers of any description. The Bill makes the continuance of this office obligatory, and also provides for the appointment, as may be necessary, of Provincial Inspectors and for regulating their subordination to the Imperial Inspector. Power is also taken to invest the District Magistrate with all or any of the powers of an Inspector. The powers given to Inspectors by section 6 follow in the main the provisions of the English law.

5. Clauses 9 to 12 deal with the employment in, and admission of children to, mines, and enable rules to be made for prohibiting, restricting or regulating the employment of women and children below

ground, or on particular classes of labour ; for limiting the number of hours in any week or in any one day during which women and children may be employed ; for prescribing the method of determining the wages of miners, where such wages depend on the quantity of work done ; and the like. The regulations adopted in the final protocol of the Berlin International Labour Conference of 1890, which was attended by delegates of the Governments of Europe on the invitation of the Imperial German Government, contained the following, among other, propositions :—(1) that children below the age of fourteen years in northern countries, or below that of twelve in southern countries, should not be admitted to underground work in mines ; (2) that women should not be allowed to work underground ; (3) that children below fourteen years should not work more than six hours a day and should be excluded from unhealthy or dangerous occupations, or should be admitted to them only under protective conditions ; and (4) that the working-hours of women should be limited by law and further restricted in respect of particularly unhealthy or dangerous occupations. With reference to these recommendations, which carry the weight of an International Conference, to the law on the subject in England, and to the special labour conditions existing in India, it is proposed in the Bill to prohibit the employment below ground of children under the age of ten years, and the admission below ground of children between the ages of four and ten. The object of the latter provision is to allow very small children to remain during the hours of work with their parents or relatives, if the latter work underground. With regard to women and to children between the ages of ten and fourteen years, it is not proposed to go farther than to take power by rule to prohibit, restrict or regulate their employment underground if in any class of mine this is found to be expedient. There is evidence that the moral objections felt in other countries to the employment of women underground are not applicable to the conditions existing in India, where the woman works in the company of her husband on the family gang system ; and it has been strongly urged that the exclusion of women absolutely from underground work would be felt by them and their husbands as a hardship, and that, where the mine is safe, the workings are at no great depth and there is no heavy machinery running, the objections on the score of health and safety to their employment are small. On the other hand, there are mines, or parts of mines, or kinds of underground work, from which women ought to be excluded, and it is proposed to deal with

such cases by rule. With regard to the regulation of the employment of children between the ages of ten and fourteen years of age, attention is called to the definition of " child " in clause 3 of the Bill.

6. Clauses 13 to 20 deal with the responsibilities and duties of owners, agents and managers, with enquiries into accidents, and with the appointment of committees of reference in cases where notice of causes of danger, not expressly provided against by the proposed Act or by rules made under it, are given by an Inspector to the owner or agent with the object of requiring preventive measures to be taken. The provisions of the English Statutes on these matters have been adapted to Indian requirements. Clause 26, it may be observed, provides a procedure whereby a Criminal Court, if it finds a question of mining practice in dispute, may stay all criminal proceedings and move the Local Government to refer the matter to a committee of reference.

7. Power has been taken in sub-clauses (*c*), (*d*) and (*e*) of sub-section (2) of clause 21 to make rules for prescribing the qualifications of managers and persons acting under them, for ascertaining their qualifications by examination or otherwise, and for granting and withdrawing certificates. It is considered that this difficult matter of requiring mines to be managed by " certificated " managers can best be dealt with by rules.

8. In sub-clause (*r*) of the same sub-section power has been taken to provide for the safety of the public and the protection of public property and works from injury in respect of any mine. It is considered that the Government ought, for example, to have power to require the open workings of abandoned mines to which the public have access, to be properly fenced in, and to insist on notice being given whenever underground workings approach within a prescribed distance of a railway or other public work, and thereupon to take the necessary steps to ensure safety. The question of giving protection to railways against risk from undermining has been repeatedly brought to the notice of the Government of India. Throughout the greater part of British India subjacent minerals are the property of the State, and, where this is the case, power to regulate their being worked by lessees so as not to injure railways or other public works already practically exists. But in places where minerals are not the property of the State unless they have been specially acquired, the existing law is imperfect as to the power of the State or of the railways

administration concerned to obtain notice of approaching, workings, or to make inspections for the purpose of ascertaining whether the line is being undermined. The Land Acquisition (Mines) Act, 1885 (XVIII of 1885), provides some protection in the case of land acquired under its provisions for public purposes after 1885 when such land is about to be, or is actually being, undermined; but its provisions in respect of notice and inspection are held not to apply to land acquired before 1885, or to the case in which the safety of a railway is threatened by underground workings which, without being prosecuted actually under railway land, are brought dangerously close to its border. A railway has a legal right in such cases to "lateral support," and a cause of action arises when such right is assailed. But this is not sufficient to ensure the safety of a railway or of the public travelling by it.

The 13th March, 1899. C. M. RIVAZ.

BOMBAY CHAMBER OF COMMERCE, 27th April 1899.

The SECRETARY to GOVERNMENT, Revenue Department, Bombay.

SIR,—I am instructed to acknowledge the receipt of your letter No. 2432 of the 8th instant in which you forward a copy of the Bill to provide for the regulation and inspection of mines and desire to be furnished with any remarks the Chamber may have to offer on the provisions of the proposed measure.

The papers have been duly considered, and I am to say that while thanking Government for the opportunity afforded the Chamber of submitting its views in the matter, the Committee regret that they have not the necessary expert knowledge at hand to enable them to pronounce upon legislation of the character contemplated by the Government of India.—I have, &c.,

FREDERICK NOEL PATON, Secretary.

APPENDIX Y.

THE PETROLEUM BILL.

No. 691-A OF 1899.

REVENUE DEPARTMENT,
BOMBAY CASTLE, 28th January 1899.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to forward, for the information of the Chamber, a copy of a Bill to consolidate and amend the law relating to the importation, possession and transport of petroleum and other substances with Statement of Objects and Reasons.—I have, &c.,

G. W. HATCH, Acting Under-Secretary to Government.

STATEMENT OF OBJECTS AND REASONS.

This is in the main a Consolidation Bill, which is intended to repeal and reproduce three Acts entirely and parts of two others. In so far as it is an amending measure, the changes proposed are based upon the following considerations.

2. There are other illuminant or inflammable substances which require regulation on the same lines as petroleum and its compounds, but are beyond the reach of the law as it now stands. Carbide of calcium, for instance, is becoming a common illuminant ; but it is not in itself inflammable, although the gases generated by it are dangerously so, and, being a solid, it cannot be brought within the purview of the present Act—the Petroleum Act, 1886—by means of a notification under section 23 thereof. The language of that Act has, therefore, been widened so as to make it capable of application to carbide of calcium and other substances which may hereafter be brought into use in this country and which it may be desirable, in the public interest, to control by including them in the same category as petroleum.

3. New and improved tests for different substances are from time to time devised. By the Petroleum Act, 1898, an amending measure, power was accordingly taken to prescribe, by means of alterations of, or additions to, the schedule to the Act of 1886, new and varied tests

and directions for preparing and using them ; and it is now proposed to extend this power so as to provide for the laying down independently of special tests and the issue of special instructions in the case of other substances for which the scheduled tests are altogether unsuitable.

4. The opportunity has been taken to make an addition to section 10 of the Act—see clause II of the Bill—with the object of enabling the Government to exempt from the restrictions as to possession and transport petroleum when transported in such particular manner and under such particular conditions as may be set forth in the exempting notification. Experience has shown that some provision of this kind is desirable.

5. The remaining alterations incorporated in the Bill are of a formal character and intended merely to improve and simplify the language and contents generally of the existing Act. They appear to require no detailed explanation.

The 16th January, 1899. C. M. RIVAZ.

APPENDIX Z.

PETROLEUM ACT OF 1886.

No. 238 OF 1899.

REVENUE DEPARTMENT,
BOMBAY CASTLE, 13th January 1899.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—In continuation of my letter No. 6880, dated 27th October 1898, I am directed to forward, for the information of the Chamber, copy of a Notification by the Government of India, Home Department, Judicial, No. 1481, dated 21st December 1898, showing the addition made to the schedule to the Petroleum Act XII of 1886.—I have, &c.,

H. S. LAWRENCE, Under-Secretary to Government.

No. 1481.

GOVERNMENT OF INDIA.

HOME DEPARTMENT.

JUDICIAL.

NOTIFICATION.

CALCUTTA, 21st December 1898.

In exercise of the power conferred by section 4, sub-section (3), of the Petroleum Act, 1886 (XII of 1886), as amended by section 3 of the Petroleum Act, 1898 (VII of 1898), the Governor General in Council is pleased to direct that the following addition shall be made to the schedule to the said Petroleum Act, 1886:—

"*IV.—Directions for determining the flashing point of petroleum which is not fluid at ordinary temperatures.*

1. *Nature of the test apparatus.*—The instrument employed is the Abel-Pensky petroleum testing apparatus, fitted with an additional thermometer to indicate the temperature of the oil in close proximity to the walls of the cup. This thermometer has a cylindrical bulb, $\frac{3}{4}$ inch in length and $\frac{5}{16}$ inch in diameter. It is scaled from 45° to 165° Fahrenheit, ten degrees on the scale occupying $\frac{3}{4}$ inch. The

thermometer is held vertically in a socket attached to the cover of the oil cup in such a position that the bulb is $\frac{1}{10}$ inch from the side of the cup.

(The thermometer can be removed and the orifice which is provided for it closed by means of an india-rubber plug, if the apparatus is required for testing petroleum in the ordinary way.)

2. *Directions for preparing the sample for testing.*—About ten fluid ounces of the oil are placed in a pint flask, the mouth of which is then closed with an india-rubber stopper, and the sample is liquefied by placing the flask on a water bath, the temperature of which is only raised sufficiently high to liquefy the oil.

3. *Directions for preparing and using the test apparatus.*—The water bath and test lamp are to be prepared in the manner prescribed in Part III of this Schedule. The oil cup is to be filled with the liquefied oil, and the cover (into which both thermometers are to be previously inserted) placed on it, care being taken that the bulb of the additional thermometer is not brought into contact with the bracket gauge fixed inside the cup. The oil cup is then to be placed in a refrigerator, or plunged up to the projecting collar in water maintained at a sufficiently low temperature, until both thermometers indicate the temperature at which the testing of petroleum is directed in Part III of this Schedule to be commenced. The oil cup is then to be removed, wiped dry, placed in the water bath and the testing effected in the manner prescribed in Part III of this Schedule, the temperature indicated by the additional (vertical) thermometer *alone* being noted, and the average of three determinations, duly corrected for atmospheric pressure, being recorded as the flashing point of the sample, provided that no greater difference than 4° Fahrenheit exists between any two of such results."

A. H. L. FRASER,
Offg. Secretary to the Government of India.

APPENDIX AA.

BOMBAY COURT OF SMALL CAUSES.

BOMBAY CHAMBER OF COMMERCE, 31st August 1899.

The SECRETARY to GOVERNMENT, Judicial Department, Bombay.

SIR,—It has been reported to the Committee of the Chamber of Commerce that Government contemplate reducing the pay of the second and third judges of the Bombay Court of Small Causes by some Rs. 200 per mensem, and under the instructions of the members I have the honour to convey to you a respectful expression of the strong dissatisfaction with which they would view any such proposal.

2. I am to represent for the consideration of Government that the Court of Small Causes is by far the most important commercial court in Bombay, and that it is of supreme importance that such courts should be conducted by gentlemen of the greatest possible efficiency. This is especially true of a Court from which there is virtually no appeal, seeing that any suit on appeal is heard again before the trying judge sitting with the chief judge; and seeing that this procedure is found usually to result in the judgments being upheld.

3. The appointments can be made only from English barristers or native pleaders, but the salaries are stated to be only Rs. 1,350 and Rs. 1,150 respectively. They are unattractive to any English barristers except such as are junior or unsuccessful, and offer no inducements even to a native pleader in anything like practice, or who believes himself to have some prospects of such practice.

4. It is felt that if it was necessary to raise the salaries of High Court Judges from whose judgments effective appeal may be made, it would be extremely inexpedient to reduce the

salaries of the judges sitting in such important courts and from whose judgments no appeal does practically exist. I am to urge that apart from the fact that the Court of Small Causes as at present conducted is understood to yield a profit to Government, efficiency is of supreme importance in such a commercial court, and that in the interests of justice or of trade it is essential that the conditions attached to the appointment of a judge should be such as to command the services of men of unquestionable capability.—I have, &c.,

FREDERICK NOEL PATON, Secretary.

No. 8048 OF 1899.

JUDICIAL DEPARTMENT,
BOMBAY CASTLE, 23rd November 1899.

From S. W. EDGERLEY, Esq., C I.E., I.C.S., Secretary to Government, Bombay, to the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter dated 31st August 1899, conveying the views of the Chamber of Commerce on the desirability of reducing the pay of the second and third judges of the Bombay Court of Small Causes.

2. In reply, I am to state that Government have not adopted any decision of the nature apparently reported to the Chamber of Commerce, though the information received by the Chamber that a proposal of the kind has been before Government is correct.—I have, &c.,

S. W. EDGERLEY, Secretary to Government.

APPENDIX BB.

RED SEA LIGHTS.

BOMBAY CHAMBER OF COMMERCE, 23rd March 1899.

The SECRETARY, BENGAL CHAMBER of COMMERCE, Calcutta.

DEAR SIR,—I am directed by the Committee to address you respecting the necessity of extra lights in the Red Sea—a matter which has frequently been the subject of representations to Government on the part of this and other Chambers.

No question can arise at this time as to the need of such extra lights. The want is obvious and admitted and after the various independent attempts that have been made to move Government and to procure a remedy of the evil, it appears to the members of my Committee that any further effort would probably be best given effect to by a joint memorial from the combined Chambers of Commerce in India, perhaps with support from those at home. For all the leading Chambers of Commerce have at times concerned themselves with the matter. And the personality of the present Viceroy, together with his knowledge of the International questions notoriously involved in that under discussion give hope of a favorable issue.

From careful enquiries instituted on this side, my Committee are of opinion that lights are most urgently required at the following points :—

1. On Jebbel Tier Island.
2. On Abu Ail Island.
3. To the westward of Mocha Shoals.

In both the latter cases a light vessel moored off the dangers would be sufficient, and would obviate disputes as to territorial jurisdiction.

It is further considered necessary that the light on Balfe Point, Perim Island, should be improved and given some distinctive character to make it more useful to vessels of heavy draft passing the large Straits of Bab-el-Mandeb.

I am instructed therefore to enquire whether the members of your Committee share the opinion of my Committee as to the expediency of embodying a further representation to Government in the form of a joint memorial from the various Chambers of Commerce, and will in that case favor me with an expression of views as to the terms of the said memorial.—I am, &c.,

FREDERICK NOEL PATON, Secretary.

No. 478-99.

BENGAL CHAMBER OF COMMERCE,

CALCUTTA, 5th April 1899.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—I am directed by the Committee of the Bengal Chamber of Commerce to acknowledge receipt of your letter of 23rd March, suggesting a joint memorial from the combined Chambers of Commerce in India, urging upon Government the necessity which still exists for additional and adequate lights in the southern portion of the Red Sea. Previous to the receipt of your letter, the Committee of this Chamber had also been giving their renewed attention to the matter, and had drafted and approved a letter to the Secretary to the Government of Bengal in the Marine Department, which has since been sent into Government. The views expressed in this letter are almost identical with those put forward for consideration in your letter now under reply. The Committee, however, desire me to say that they consider that independent representations from the different Chambers of Commerce in India will, in the end, prove more effective than a joint memorial. I am forwarding to your address under separate cover 10 copies of the letter which has been addressed by this Chamber to the Government of Bengal as mentioned above.—Yours, &c.,

W. PARSONS, Secretary.

No. 458-99.

BENGAL CHAMBER OF COMMERCE,
ROYAL EXCHANGE BUILDING,
CALCUTTA, 30th March 1899.

To the SECRETARY to the GOVERNMENT of BENGAL, Marine Department.

SIR,—I am directed by the Committee of the Bengal Chamber of Commerce to again address you with reference to the inadequate lighting of the lower portion of the Red Sea. It will no doubt be within the recollection of Government that a representation on this important subject was made by the Committee of the Chamber in May 1897, and in this connection I would refer you to my letter No. 790-97 of the 19th May 1897. In this letter the Committee pointed out that the subject was by no means a new one, as the necessity for additional lights had been long acknowledged, and forcible attention had been drawn to it from time to time whenever a casualty occurred. The Committee urged very strongly upon Government the necessity for prompt and decided action, in view especially of the fact that the preponderating majority of vessels passing through the Red Sea carry the British Flag.

2. The representation of the Committee was strongly supported not only by the other Indian Chambers of Commerce, but also by the Chamber of Shipping of the United Kingdom, and in your letter No. 1288-Marine, of 14th July 1897, an intimation was conveyed that a copy of the Chamber's letter had been submitted to the Government of India, who had passed it on to the Secretary of State with a request that the matter might be pressed on the consideration of the authorities concerned. Subsequently, under cover of your letter No. 1911-Marine, of 8th November 1897, the Committee were favoured with copy of a despatch of 9th September 1897 from the Secretary of State for India, accompanied by copies of official correspondence which had taken place between the Secretary of State for India, the Secretary of State for Foreign Affairs, and Lord Cromer, Her Majesty's Minister Plenipotentiary in Egypt. From these papers the Committee noted with satisfaction that there was no financial obstacle to the provision of new Light-houses in the Red Sea, as Lord Cromer was in possession of ample funds for the purpose, but that the main difficulty lay in the opposition of the Ottoman Government.

3. In a letter dated 9th June 1897, addressed by Lord Cromer to the Marquis of Salisbury, which forms part of the correspondence above referred to, a reference is made to a letter dated 5th June 1897 from Morice Pasha to Lord Cromer, containing a suggestion for the placing of light-ships instead of light-houses at the points in the Red Sea, where lights are acknowledged to be necessary. In passing on this letter to the Marquis of Salisbury, Lord Cromer expressed his opinion that the suggestion made by Morice Pasha was well worthy of consideration in view of the delays which had already occurred, and the difficulty of coming to any satisfactory solution of the question. His Lordship also added that if the lights were placed outside of the 3-mile limit, the Government of the Sultan would have no right to complain of a violation of territorial rights. Lord Cromer's despatch, together with its accompaniments, was placed by the Foreign Office before the Board of Trade for consideration, and was laid on the 13th July 1897 before a Conference consisting of representatives of the British India Steam Navigation Co., Ld., the Oriental Steam Navigation Co., Ld., the Peninsular and Oriental Steam Navigation Co., Ld., with representatives of Lloyd's and of Trinity House. This Conference was unanimously of opinion that a light-vessel off Mocha was the most pressing need, and that if it proved impossible to overcome the difficulties attaching to the selection of a site on shore, a light-vessel should be also placed in a position 3½ miles North-East by East of Abu Ail. In a letter which the Committee of the Chamber of Commerce, Bombay, addressed to the Government of Bombay on the 10th June 1897, the necessity for lights in the above positions was strongly pressed upon Government. The Committee of the Bombay Chamber also suggested that a light should be placed upon the Island of Jebbul Tier, the depth of water in the neighbourhood of this island being too deep to allow a light-ship to be moored there.

4. The Committee were hoping at the time they were placed in possession of the above official correspondence, that a solution of the difficulties, which had hitherto stood in the way of adequate lights for the protection of navigation in the Southern portion of the Red Sea, was near at hand, but they regret to find that up to the present no practical result of any kind has been achieved, and, so far as they can ascertain, no steps have been taken by the British Government in the direction of carrying out the proposals of Lord Cromer. I am directed by the Committee to again request the Government of

Bengal to urge upon the Government of India the crying necessity for speedy and decisive action being taken in connection with this matter. The Committee fail to see, in the face of Lord Cromer's letters, what obstacles can now possibly exist to the placing of light-vessels at the points above referred to, as, provided the 3-mile limit is observed, the consent of the Ottoman Government would not appear to be a factor in the question.

5. It has been pointed out to the Committee that the Balfe Point Light on the Island of Perim requires improvement, and to be given some distinctive character for the guidance of vessels of heavy draft using the wider passage in the Straits of Bab-el-Mandeb. This light, the Committee have reason to believe, is the property of the Perim Coal Company, but it is at the same time recognised by the Admiralty and advised by them to Mariners as a guide to navigation. If the fact of the light in question being private property is in any way an obstacle to its improvement, the Committee would suggest that it should be at once acquired by the British Government and the necessary improvements carried out.—I have, &c.,

W. PARSONS, Secretary.

UPPER INDIA CHAMBER OF COMMERCE,
CAWNPORE, 13th April 1899.

To the SECRETARY to GOVERNMENT, North-Western Provinces and Oudh, Allahabad.

SIR,—Under instructions from the Committee, I beg to hand you copies of letters addressed to this Chamber by the Bombay and Bengal Chambers of Commerce, dated respectively 1st and 5th instant, regarding the provision of additional light-houses and light-vessels in the Red Sea.

A considerable percentage of the disasters occurring in the Red Sea have been demonstrated to be due to defective lighting of reefs and channels on the course generally steered. Apart from the question of personal comfort and safety in the case of passengers the matter is one which has a direct bearing on the trade between the United Provinces and Europe, for, given that adequate lighting was provided the risks of the voyage would be lessened considerably, and this would presumably bring about a reduction in the rates charged for freight and insurance.

On these grounds my Committee trust that His Honor the Lieutenant-Governor and Chief Commissioner, N. W. Provinces and Oudh, may see his way to cause a communication to be addressed to the Government of India in support of the plea for improved lighting of the course followed by steamers *en route* to and from British India.—I have, &c.,

W. B. WISHART, Secretary.

BOMBAY CHAMBER OF COMMERCE, 17th April 1899.

The SECRETARY to GOVERNMENT, Marine Department, Bombay.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honor to renew the representations made by this Chamber from time to time, with the support of other Chambers both in India and Britain on the subject of the defective lighting of the Red Sea.

2. The urgent necessity of supplementary lights in that dangerous waterway has received official recognition and continues periodically to receive practical exemplification. It is therefore unnecessary to recapitulate the argument; but since the time when official recognition was accorded so considerable a period has elapsed without practical issue, that I am directed again to approach Government on the subject begging that effect may forthwith be given to the principle admitted.

3. In doing so, I am to specify those points in the Red Sea at which under present conditions lights seem to this Chamber after full enquiry to be most imperatively needed. The views held by my Committee upon this matter have been ably voiced by the Bengal Chamber of Commerce in their letter to the Government of Bengal, dated 30th March, a copy of which is appended. In the said letter allusion is made to the recommendation of this Chamber to the effect that a light should be installed on the Island of Jebbel Tur; but it does not clearly appear whether this particular recommendation commands the support of the Bengal Chamber. I am accordingly to say that from the information largely available in this port amongst agents and officers intimately concerned in the navigation of

the waterway in question, my Committee consider it of very great importance that there should be an effective light in that place.

4. The several points at which lights are most urgently needed are in the opinion of my Committee as follows:—

(1) Jebbel Tier Island.

(2) Abu Ail Island.

(3) To the westward of Mocha Shoal.

My Committee believe themselves to be responsible for the suggestion referred to in the last paragraph of the letter of the Bengal Chamber of Commerce which suggestion was to the effect that "the light on Balfe Point, Perim Island, should be "improved and given some distinctive character to render it "more useful to vessels of heavy draft passing the large Straits "of Bab-el-Mandeb." My Committee therefore desire to lend all its support to the Bengal Chamber's expanded representation of the suggestion alluded to, and to urge that it be given effect to without delay.

5. I am accordingly to beg that the Government of Bombay may be pleased to inform the Government of India of the entire consonance of the views of this Chamber with those set forth in the letter of the Bengal Chamber of Commerce, dated 30th March, and to lend to the recommendations now made the support necessary to assure an early realisation of the improvements.—I have, &c.,

FREDERICK NOEL PATON, Secretary.

No. 123 OF 1899.

MARINE DEPARTMENT,
BOMBAY CASTLE, 27th June 1899.

From the ACTING SECRETARY to GOVERNMENT to the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—With reference to your letter, dated the 17th April 1889, on the subject of improving the lighting of the South end of the Red Sea

and the Balfe Point Light, Aden, I am directed to forward herewith, for the information of the Chamber, copy of a letter No. 2435-S. R., dated the 30th ultimo, from the Government of India, Finance and Commerce Department.—I have, &c.,

R. S. STEWART, Acting Secretary to Government.

Letter from the Government of India, Finance and Commerce Department, No. 2435-S.R., dated the 30th May 1899.

"I am directed to acknowledge the receipt of your letter No. 84, dated the 26th April 1899, and to say that the representation of the Bombay Chamber of Commerce on the subject of the defective lighting of the Red Sea has been transmitted to the Secretary of State for India.

"2. With regard to the question dealt with in paragraph 4 of the Chamber's letter and in paragraph 2 of your letter under reply, I am to say that the Balfe Point Light on the Island of Perim is a small one, with a four-mile arc of visibility, put up by the Perim Coal Company to assist vessels to find their way into the harbour for coaling purposes. It is not required for the general trade passing through the Straits, and the Government are not under any call to relieve the Company of the cost of efficiently maintaining it."

APPENDIX CC.

LIGHT ON OBSTRUCTION POINT, PERIM.

No. $\frac{22}{G}$ OF 1899.

MARINE DEPARTMENT,
BOMBAY CASTLE, 31st January 1899.

From the ACTING SECRETARY to GOVERNMENT to the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to forward the accompanying extract from a letter from the Political Resident, Aden, in which he suggests the addition of a "red ray danger zone" to the light on Obstruction Point, Perim, and to invite your attention to Mr. Marshall's letter, dated 3rd March 1896, replying to Government letter No. 45-G of 10th February 1896. That reference was made in consequence of a suggestion by the Elder Brethren of the Trinity House that the red arc which it was then proposed to add to the light should be decreased on the South-East by 15° and the white arc correspondingly increased. The Chamber stated that they considered that the extension of the white arc might lead deep draught ships nearer to danger, and that they therefore recommended that no change be made in the light. It is not quite clear whether the Chamber meant that no change should be made in the existing light or no change in the proposal to improve the light. The former interpretation was adopted and the light has remained unaltered. I forward herewith 3 plans showing (I) the existing light, (II) the improvement proposed in 1895 and (III) the improved light with the alteration suggested by the Trinity House, and am directed to ask whether the Chamber adhere to the opinion expressed in 1896 as interpreted by Government.—I have, &c.,

R. B. STEWART,
Acting Secretary to Government.

Extract from a letter from the Political Resident, Aden, No. 359, dated 16th November 1898.

". . . . . I have to say that many master mariners have suggested to me the great additional safety to vessels taking the small

strait which would be secured by the following simple alterations to Obstruction Point Light in which I concur, *viz.* : —

"to have a 'red ray danger zone' fitted to show both to the northward guarding the shoal water there and to the southward guarding the Azalia rock. This need not in any way affect the present distinctive light which is a great safeguard but would much increase its efficiency."

BOMBAY CHAMBER OF COMMERCE, 23rd February 1899.

The SECRETARY to GOVERNMENT, Marine Department, Bombay.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honor to acknowledge the receipt of your letter No. 22-J, dated 31st January 1899, relating to the proposed improvements in the light on Obstruction Point, Perim, by the addition of a "red ray danger zone." The matter has been most carefully considered by the members of the Committee in consultation with the leading authorities in Bombay upon shipping matters, and I am directed to say that the opinion of the Chamber is at issue with the interpretation put by Government upon the letter of the 3rd March 1896. The members of my Committee are of opinion that it is expedient to improve the light in question, and that the addition of a red sector as proposed would be an improvement, while any extension of the arc of the white light is to be deprecated.

I return with thanks the three plans which accompanied your letter under reply, and have the honour to be, &c.,

FREDERICK NOEL PATON, Secretary.

APPENDIX DD.

PROPOSED LIGHTHOUSE ON THE MUSHA ISLAND.

No. 72 OF 1899.

MARINE DEPARTMENT,
BOMBAY CASTLE, 6th April 1899.

From the ACTING SECRETARY to GOVERNMENT to the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to forward, for the information of the Chamber, a copy of the papers noted in the margin, regarding the erection of a lighthouse on the Musha Islands in the Gulf of Tadjourah.—I have, &c.,

Memorandum from the Political Resident, Aden, No. 64, dated 14th March 1899, with enclosures.

J. M. ANTIA, for Acting Secretary to Government.

No. 49-1899.

VICE-CONSULAT DE FRANCE, Á ADEN,
ADEN, 10th March 1899.

To Brigadier-General CREAGH, V. C., Political Resident, Aden.

GENERAL,—As there is a certain amount of shipping intercourse between Aden and the Tadjourah Gulf, the Government of D'jibouti wishes me to bring to your notice that a lighthouse has just been erected on the Musha Islands.

Particulars of this new light are enclosed. Besides it will be fully described in a notice to mariners which is shortly to be published by the Hydrographic Department of France.—I have, &c.,

F. DE BELABRE, Vice-Consul.

No. 64 OF 1899.

ADEN RESIDENCY, 14th March 1899.

Copy forwarded, with compliments, to the Secretary, Marine Department, Bombay, for the information of Government.

O. M. CREAGH, Brigadier-General,
Political Resident.

GOLFE DE TADJOURAH.

Notice sur le feu des iles Muscha.

Position et situation relatives ...	Sur la terre en maconnerie
Nature	Fixe rogue
Portee par un temps clair... ...	8 milles
Latitude Nord	11° 43′ 30″
Longitude Est	40° 52′ 20″
Temps pandant lequel le feu est allume	Toutes les nuits
Hauteur du feu au dessus de la haute mer	19 m. 60
Hauteur totale au dessus du sol...	14 m. 60
Phare sa forme, sa couleur, autres particularites	Tour quadrangulaire blanche.
Epoque a laquelle le feu sera allume.	ler. Avril 1899.
Nature et ordre de l'appareil d'clairage	Dioptrique on a lumiete refractee a travers des lentilles-5eme ordre
Observations	Ce feu ayant un secteur coupe a angle droit, n'est pas visible du s. 27° O. au s. 63° E. ; par suite, la petite pas se situee entre l'ile du Heron et le groupe des Muscha nest pas praticable de nuit.

APPENDIX EE.

BERNE OFFICIAL VOCABULARY.

SYDNEY CHAMBER OF COMMERCE,
SYDNEY, N. S. W., 8th March 1899.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—It having come to the knowledge of this Chamber that the International Telegraph authorities contemplate issuing their new "Official Vocabulary" without the words being numbered, my Committee have resolved that a strong protest be entered against any "Vocabulary" in which the words are not consecutively numbered, and to invite the co-operation of other Chambers in sending similar protests to the Director at Berne. It will be readily apparent to your Chamber the many commercial advantages which a numbered Vocabulary would have for both private and figure Code purposes, if the use of the words therein should be made compulsory for Code messages.

Many members of this Chamber are also of opinion that in issuing a new Vocabulary the International Telegraph authorities should also issue a terminational order of words as a companion work, and I am to invite your views thereon. A complete terminational order of words would be of great assistance in deciphering mutilated words.—Yours, &c.,

HENRY CHAS. MITCHELL, Secretary.

SYDNEY CHAMBER OF COMMERCE,
SYDNEY, N. S. W., 8th March 1899.

The DIRECTOR, INTERNATIONAL TELEGRAPH ADMINISTRATION, Berne, Switzerland.

SIR,—It having recently been brought to the knowledge of this Chamber that it is your intention to issue the proposed new "Official Vocabulary" without consecutive numbering of the words therein, I am directed by the Committee to enter this Chamber's strongest protest against the issue of any Vocabulary in which the words are not numbered.

It must be readily apparent to you, that an unnumbered Vocabulary will be of but little commercial value, as compared with a numbered one, and as the commercial public will eventually have to pay the major portion of cost of the proposed work, they are entitled to the most perfect and useful form of issue. Excepting the absence of consecutive numbering *of all words* therein, your last issue—so far as it went—was in a decidedly acceptable form.—I have, &c.,

HENRY CHAS. MITCHELL, Secretary.

BOMBAY CHAMBER OF COMMERCE, 14th April 1899.

The SECRETARY, SYDNEY CHAMBER of COMMERCE, Sydney.

DEAR SIR,—I am directed by the Committee of the Bombay Chamber of Commerce to acknowledge the receipt of your letter, dated 8th March, on the subject of the International Telegraphic Official Vocabulary, and to say that this Chamber has recorded its unqualified protest against the compulsory use of the said code and submitted in the proper quarter its reasons for so protesting. The last official intimation received on the subject was to the effect that the compulsory use of the Vocabulary was postponed pending the publication of the new edition. And according to reliable information the delay in the publication of the said new edition is due to uncertainty as to whether or not the words are to be numbered. It has been contended that the Vocabulary is to include a vast number of words incorporated from numerous codes, and not selected with the usual precautions as to the exclusion of words whose similarity in lettering or in sequence of telegraphic symbols might be expected to cause confusion, and that, therefore, it will be necessary in most cases to reconstruct private codes of words chosen from the Vocabulary with due regard to the safeguards alluded to.

It is with some cogency urged that it would be a mistake to number serially a large mass of words, a considerable portion of which will in practice have to be eliminated.—I am, &c.,

FREDERICK NOEL PATON, Secretary.

No. 543-99.

BENGAL CHAMBER OF COMMERCE,
CALCUTTA, 14th April 1899.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—I am directed by the Committee of the Bengal Chamber of Commerce to forward, for your information, copy of a letter of 8th March from the Secretary of the Sydney Chamber of Commerce, enclosing copy of a letter addressed by him on the same date to the Director of the International Telegraph Administration, Berne, Switzerland, protesting against the alleged intention of the International Telegraph Administration to issue the new Official Vocabulary without consecutive numbering of the words. The Committee of the Sydney Chamber invite the co-operation of other Chambers in sending similar protests to the Director at Berne. The Committee of this Chamber have up to the present received no official intimation of any kind of what is being done in connection with this Vocabulary, and will be glad to know whether your Chamber has been communicated with, and if so, what view you take of the proposal. You will notice that in the letter from the Secretary of the Sydney Chamber a suggestion is made that along with the new Vocabulary the International Telegraph authorities should also issue a terminational order of words as a companion work. Your opinion on this point would also be valued.—Yours, &c.,

W. PARSONS, Secretary.

BOMBAY CHAMBER OF COMMERCE, 27th April 1899.

The SECRETARY, BENGAL CHAMBER of COMMERCE, Calcutta.

DEAR SIR,—In acknowledging receipt of your letter of the 14th instant, enclosing copy of a circular letter dated 8th March from the Secretary of the Sydney Chamber of Commerce, I am directed to enclose a copy of a letter addressed by this Chamber to the latter body on the 14th instant in reply to a copy of the same circular letter. The terms of that reply will sufficiently indicate the position of the matter previous to the receipt of a circular letter from the Hamburg Chamber, of which you have probably received a copy. Copy of the reply made to the said communication is also enclosed herewith.

The enclosures alluded to will put your Committee in possession of the views held by this Chamber on the subject. The Vocabulary appears to my Committee to be uncalled for and, so far as commerce is concerned, useless. So long as it includes all the words present in existing codes irrespective of their orthographic and telegraphic peculiarities, and so long as all those words and the said existing codes composed of them are in this way sanctioned, this Chamber has no objection to the compilation however useless.

My Committee instruct me to add that in the view of the members it would be superfluous to numerate or otherwise to elaborate a list of words whose only practical employment will probably be that of a book of reference for use in telegraph offices.—I am, &c.,

FREDERICK NOEL PATON, Secretary.

BOMBAY CHAMBER OF COMMERCE, 27th April 1899.

The SECRETARY, CHAMBER of COMMERCE, Hamburg.

DEAR SIR,—I am directed by the Committee of the Bombay Chamber of Commerce to acknowledge the receipt of your circular letter, dated March 1899, on the subject of the forthcoming Official Vocabulary for use in the compiling of codes for telegrams in conventional language.

I am instructed to say that this Chamber, conceiving that the said Official Vocabulary can be of no practical service to commerce, have offered to it their consistent and unqualified opposition. In view of this attitude, which this Chamber desires to maintain, it is in their view unnecessary to enlarge upon the superfluous nature of a serial numeration as applied to a mass of words, a large proportion of which will have to be discarded because of their orthographic or telegraphic peculiarities. And my Committee desire above all to protest against any final pronouncement that might have the effect of excluding from use any word that might subsequently be found to be available and suitable for use in code telegraphy.—I am, &c.,

FREDERICK NOEL PATON, Secretary.

APPENDIX FF.

CONVEYANCE OF GREEN TEA ON THE TRANS-CASPIAN RAILWAY.

No. 3547 of 1899.

REVENUE DEPARTMENT,
BOMBAY CASTLE, 20th May 1899.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—As desired by the Government of India, I am directed to forward herewith, for the information of the Chamber, copies of the papers specified in the margin, which have been published in the Russian "Bulletin des Lois" on the subject of the transit conveyance of green tea on the Trans-Caspian Railway and the levy of Customs duties.—I have, &c.,

Letter from Sir Charles Scott, No. 21 (Commercial), dated 3rd March 1899 and enclosure.
Memorandum by Mr. Consul General Michell, dated 7th March 1899.

H. S. LAWRENCE, Under-Secretary to Govt.

Letter from Sir Charles Scott, No. 21 (Commercial), dated 3rd March 1899, and enclosure, dated 28th February 1899.

I have the honour to transmit to your Lordship herewith the translation of a notification published in the 'Bulletin des Lois' by the Imperial Ministry of Finance, relative to the conditions for the transit conveyance of green tea on the Trans-Caspian Railway from the ports of Batoum, Baku and Krasnovodsk to the Custom House of Kokand.

According to the Bulletin of Russian Laws of the 5th—17th February 1899, the Minister of Finances, with the approval of the Governor General of Turkestan, has sanctioned, dating from the opening of regular traffic on the Trans-Caspian Railway in January last, the transit conveyance of green tea by that railway to the Custom House of Kokand from the ports of Batoum, Baku and Krasnovodsk, on the same condition as those on which such transit importation is allowed at the Askhabad and Bokhara Custom Houses. The order further provides: (1) that traders may lodge the prescribed security for

the duty payable on the tea in transit either at the Custom House of Batoum or Baku, independently of the Custom House (whether of Bokhara, Askhabad or Kokand) to which the goods in question may be destined; (2) that the above teas shall not be subjected to minute inspection at the Custom Houses of Batoum and Baku, but the amount of security lodged against the duty payable shall be reckoned on the gross weight of the packages of tea and at the highest duty rates of the Central Asiatic Customs Tariff (14 roubles 40 copecks paper per pound), while the nature of the tea shall be verified by the extraction of samples from some packages taken at random, this being done in order that black teas should not be introduced into the Caucasus under the guise of green.

Memorandum by Mr. Consul General Michell, dated 7th March 1899.

By a decision of the Council of the Empire, confirmed by His Imperial Majesty and published in the Bulletin of Laws, No. 24 of the 19th February—3rd March 1899, Customs Duties, Fines and dues, &c., under that Tariff are henceforward to be reckoned in roubles of one-fifteenth of an Imperial.

Accordingly, the rates of Customs duties under the European General and Conventional Tariff and in all legislative enactments promulgated prior to this law as also all sums lodged in security for Customs duty, all Customs exactions, immunities, &c., are to be reckoned one and a half fold, as against those existing in the above laws and regulations. In other words, all hitherto existing rates of duty, etc., under the Customs Tariff and amounts payable under other regulations and decrees hitherto leviable in roubles gold, are now to be paid in roubles, not the tenth part of an Imperial but the fifteenth part of such Imperial equal to the rouble of 66⅔ copecks gold, to which level the rouble was reduced a short time ago under the new currency law.

In order to simplify matters without changing the rates of duty under the Customs Tariff, these rates will now be levied in the new Rouble Unit with an addition of 50 per cent. to the rates hitherto expressed in roubles gold. Thus a rate of 10 roubles gold for a certain article under the Tariff will now be reckoned at 15 roubles, and payment of the duty will be received in the current new gold coins of 15, 10 and 5 roubles, the value of which is expressed on their face in the depreciated Standard Rouble of 66⅔ copecks.

In this manner no alteration is really made in the Customs Tariff and in other payments due to the Government under it and the Code of Customs, and the new law removes the hitherto existing anomaly of the non-acceptance by the Customs in payment of Customs dues of Russian coins, Bank Notes, Government securities, the value of which was expressed in depreciated roubles. To render the matter still clearer, the Customs duties and other payments formerly leviable in gold roubles and all other Crown dues and taxes are now brought to one common denominator by the increase of the Custom dues to the extent of 50 per cent. of the duty rates given in the Tarift in Paper Roubles, but levied in those of a gold standard.

The *ad-valorem* Customs rates under the Tariff will continue to be levied in roubles of one-fifteenth of the Imperial without any increase of the initial rates.

The law regulating the levying of Customs duties in the newly established currency of the realm also introduces some modifications in the Customs regulations. Of these modifications the most important are :—

I.—To be increased one and a half fold :

(1) Fines imposed for goods deficient under Bills of Lading and imported without any invoices.

(2) Fines hitherto imposed at five roubles gold per 1 lb. gross for infringement of the regulations respecting removal of non-inspected goods from one Custom-house to another ; as also amounts of securities lodged on the removal of non-inspected goods from one Custom-house to another.

(3) The valuation of interest-bearing bonds and of goods accepted in guarantee for payment of Customs duties.

(4) Duties returnable on exported tea, cotton goods and articles of gold or silver twist.

(5) The maximum amount of duty on which the Chancery tax is leviable.

(6) The maximum amount of duty allowed to passengers, diplomatists, traders, public bodies, &c., in respect of special drawbacks and exemptions.

II.—Fines and penalties to be reduced by one-third:

(1) One-half per cent. fine imposed for non-timely payment of duty on tea imported at the Irkutsh Custom House to be reduced to one-third per cent.

(2) Five copecks per rouble of duty for penalties and "accidence" fines to be reduced to $3\frac{1}{3}$ copecks per rouble of duty (Sections 1435, 1478, 1480, 1488 and 1499 of the Customs Code); 10 copecks per rouble of duty for penalties and "accidence" fines to be reduced to $6\frac{2}{3}$ copecks per rouble of duty (Sections 1435, 1490, 1502 and 1513 of the Customs Code).

(3) Fines imposed to the extent of a single rate of duty or difference in the duty to be reduced to $\frac{2}{3}$ (Sections 1467, 1483, 1489, 1514, 1523 and 1561 of Customs Code).

(4) Fines imposed to the extent of a two-fold rate of duty, of which one is levied in gold in favour of the Crown and the other in paper currency for the benefit of Customs officials, to be reduced to $1\frac{2}{3}$ of the duty (Sections 1512 and 1562 of Customs Code).

(5) Fines imposed to the extent of a five-fold rate of duty (Sections 1474, 1481, 1492, 1493, 1508, 1522, 1538, 1524 and 1537 of Customs Code) to be computed at $3\frac{2}{3}$ of the duty.

III.—The amount of drawback of duty allowed to the extent of 10,000 roubles to the Red Cross Society, charitable bodies and private individuals shall be reckoned at 15,000 roubles per annum. Individual Russian subjects, returning from abroad for resettlement in Russia, shall enjoy a drawback of duty of R. 750 instead of R. 500 on their effects which have already been in use, and of R. 1,350 instead of R. 900 as heretofore, in the case of families.

Custom Houses which keep a record of the amount of duty on the articles imported by diplomatists and other persons shall, on the present law coming into operation, deduct from the fixed annual amount of drawback of duty allowed to such personages the duty value of the articles imported by them between the 1st January of the present year and the day of promulgation of this law, and then increase one and a half fold the remaining annual amount of duty to which they are entitled in respect of articles imported by them.

APPENDIX GG.

PRACTICE OF CARTING COTTON FROM SHEAGAON TO KHAMGAON IN ORDER TO OBTAIN THE KHAMGAON RAILWAY MARK.

No. $\frac{C\ 47}{3083}$

GREAT INDIAN PENINSULA RAILWAY COMPANY,
BOMBAY, 3rd March 1899.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—I enclose copy of a letter dated 27th ultimo from the General Traffic Manager of this Company, regarding a practice prevailing at Sheagaon of carting cotton to Khamgaon in order to obtain the Khamgaon railway mark.

This of course is a matter for the merchants interested, and does not directly concern this Company, except that under this practice, we are unable to compete with the carts which we could do successfully under ordinary conditions.

Will you please advise me if in the Committee's opinion anything can be done to prevent this carting.—Yours, &c.,

G. A. BARNETT, Agent.

No. R 97-1.

27th February 1899.

From General Traffic Manager to Agent, G. I. P. Ry.

Full-pressed cotton is being carted from Sheagaon to Khamgaon, although the rates for full-pressed cotton from Sheagaon to Bombay and Khamgaon to Bombay are identically the same, viz., Rs. 1-4-10 per maund. This is done with the object of obtaining the Khamgaon railway marks on the cotton, because Khamgaon cotton obtains a better price in the Bombay market. Certain traders concerned have been interviewed, and they offer to book full-pressed cotton from Sheagaon to Khamgaon at a rate per wagon which will not be unprofitable to the railway, provided the bales are not marked from Sheagaon to Khamgaon. In fact, they go a step further and are willing that the cotton should be booked from Sheagaon to Bombay direct without going to Khamgaon to be rebooked, at the rate for full-pressed cotton from Sheagaon to Khamgaon plus the rate per truck

agreed upon from Sheagaon to Khamgaon, provided again that no Sheagaon railway marks appear on the consignment. The sole and only desire is to obtain the Khamgaon mark. This of course is a transaction that we cannot lend ourselves to, but as the carts conveying cotton from Sheagaon to Khamgaon do not mark their loads and help the traders to this deception, competition between the carts and railway is an unequal struggle, and we find a large quantity of traffic being taken by road when the railway is in a position to compete successfully for it. In these circumstances I make this reference to you to enable you to make a representation to the Chamber of Commerce on the subject.

It is clear that the merchants rely on the railway marks as accurately describing where the cotton comes from, and in return I consider we can reasonably expect their recognised organ the Chamber to assist us to obtain either equal competition with the carts or a suppression of what is not a fair transaction.

I might mention that in places other than Sheagaon the same practice is in force and invariably because of the marks such traffic is conveyed by cart to our line.

BOMBAY CHAMBER OF COMMERCE, 16th March 1899.

The AGENT, G. I. P. RAILWAY.

DEAR SIR,—I am instructed to acknowledge the receipt of your letter No. $\frac{C\,47}{3083}$ of 3rd instant, in which you forward a copy of a communication from your Company's General Traffic Manager regarding a practice prevailing at Sheagaon of carting cotton to Khamgaon in order to obtain the Khamgaon railway mark.

The matter having received careful consideration, I am to say that the Committee of the Chamber are not in a position to make any suggestions with a view to stopping the practice complained of. As remarked by your General Traffic Manager, merchants in Bombay rely on the railway marks as accurately describing the source of cotton, and the Committee agree with you that it would be inconsistent with the position of the G. I. P. Railway Co. to assent to any proposals calculated to shake such reliance.—I am, &c.,

FREDERICK NOEL PATON, Secretary.

APPENDIX HH.

LATE DELIVERY OF PIECE-GOODS.

BOMBAY, 2nd October 1899.

The CHAIRMAN, CHAMBER of COMMERCE, Bombay.

SIR,—I beg to hand you herewith copy of a resolution passed at a meeting of Piece-Goods Importers held this day in Bombay and beg to request you to place the same before your Committee for their consideration, and trust they will take action in this matter.—I have, &c.,

WILLIAM GREAVES, Chairman of Meeting.

RESOLUTION.

"That in the opinion of this meeting the circular received from the Native Piece-Goods Association shows a state of affairs in the trade which may lead to serious consequence in the future.

The question of late delivery in Lancashire and Glasgow is becoming serious, and the meeting requests that the Bombay Chamber of Commerce will consider the matter and consult the other Chambers in India with a view to a united representation to the Chambers of Manchester and Glasgow."

(CIRCULAR REFERRED TO.)

BOMBAY NATIVE PIECE-GOODS MERCHANTS' ASSOCIATION,
BOMBAY, 18th September 1899.

DEAR SIRS,—To avoid certain difficulties, which are experienced by the members of the above Association in their dealings with importing houses (some acting as agents and some as principals) and to put a stop to undue advantage, which is being taken under the existing state of things, we are desired by the Managing Committee of the above Association to draw your early attention to the annexed copy of conditions proposed to be inserted in the Form of Contract for the purchase of Piece-Goods, and to request that you will be good enough to let them know whether you have any objection to these conditions within fifteen days from the receipt of this letter, as they intend to adopt those conditions from 1st November 1899.—Yours, &c.,

KARSANDAS RAMDAS, Joint Hon. Secretary.

CONDITIONS FOR INDENT FORM.

1. If the goods ordered, be shipped later than the stipulated time fixed for shipment, the buyer will have the option to accept or refuse them. In case of non-acceptance by the buyer, the seller will have to pay to the buyer 7½ per cent. of the value of those goods as liquidated damages.

2. Goods bought before shipment, shall be considered and shipped as Indent-Goods. Failure in doing so, will render the seller of such goods liable for payment of rebate of freight to the buyer at the Contract rate of the year.

3. The date on the Bill of Lading will be considered as the date of shipment.

4. Where in a contract for the sale of goods, the capacity of the seller is not defined, then, in such a case, he will be presumed to have acted as " principal " for all purposes of this contract.

5. Whenever an Indent has been accepted, the acceptor will confirm the same in writing, with all the details of such Indent in the purchase-memo.

6. Any dispute that may arise in respect of the goods supplied will be referred to the arbitration of two Surveyors, who will nominate an umpire previous to holding the survey, whose decision will be final and binding on both the parties.

7. Any alteration required to be made in the offer or in time of shipment shall be communicated to the buyer in writing.

8. If the goods ordered are to be shipped in separate lots, at different dates, each lot shall be shipped precisely on or before the date fixed for its shipment. If any of the lots be not shipped in time, it will solely be at the option of the buyer to accept or not to accept that lot as the second one, *i. e.*, as the one next to it, and so on.

9. If there be any difference between the pattern or patterns of the goods supplied, and those, according to which the goods have been indented, it will be at the discretion of the buyer to accept them or not.

10. If it is determined by the arbitrators that 10 per cent. or more of the invoice price be given as allowance to the buyer of the goods on which the survey is held, then, in such a case, the buyer will have the option either to accept those goods on that allowance or not.

BOMBAY CHAMBER OF COMMERCE, 10th October 1899.

The SECRETARY, UPPER INDIA CHAMBER of COMMERCE, Cawnpore; also to BENGAL, MADRAS, RANGOON, CEYLON and KARACHI CHAMBERS.

DEAR SIR,—It is doubtless in your knowledge that there exist in the import piece-goods trade in India certain conditions very prejudicial to its development. The disabilities so imposed have assuredly had their effect in retarding business, and they have recently provoked the adoption of concerted measures of defence by the members of the Bombay Native Piece-goods Merchants' Association. At a meeting of that Association held last month it was resolved to incorporate in the form of contract for purchases of imported piece-goods certain terms of a very stringent nature. From perusal of the said terms and from enquiries made it appears that the disability which has principally weighed with the piece-goods merchants is that arising from uncertainty as to delivery within the contract period and from the absence of any redress or remedy.

A resolution passed at a meeting of the European piece-goods importers of Bombay with regard to the proposed new terms of business has been forwarded by the Chairman of that meeting to this Chamber. It is to the effect "that in the opinion of this "meeting the circular received from the Native Piece-Goods "Association shows a state of affairs in the trade which may "lead to serious consequence in the future.

"The question of late delivery in Lancashire and Glasgow is "becoming serious, and the meeting requests that the Bombay "Chamber of Commerce will consider the matter and consult "the other Chambers in India with a view to a united repre-"sentation to the Chambers of Manchester and Glasgow."

My Committee have therefore directed me to communicate with you on the subject, and to beg that your Chamber will join this Chamber in such an united representation as has been proposed. It is scarcely necessary to write at length upon the injurious effects that would proceed from a continuance of the

irregularities complained of or from disagreements so created between buyers and sellers.—I am, &c.,

FREDERICK NOEL PATON, Secretary.

COLOMBO, 10th November 1899.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—With reference to your letter of 10th October *re* Bombay Native Piece-Goods Merchants' Association, I have to inform you that the same has been circulated amongst the members of this Chamber.

It is the unanimous desire of this Chamber to co-operate with you in every possible way, and I shall be obliged if you will let me know what mode of procedure you intend to adopt in dealing with the matter.—I am, &c.,

FRED. RUSSELL, Secretary.

No. 363 OF 1899.

KARACHI CHAMBER OF COMMERCE, 14th November 1899.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—I am directed to acknowledge receipt of your letter of 10th October in reference to the conditions existing prejudicial to the development of the import piece-goods trade in India.

I am directed to state in reply that this Chamber approves of the action proposed to be taken to remedy the evils complained of, and is prepared to join in the united representation to be made to the Chambers of Manchester and Glasgow.—Yours, &c.,

C. H. CHETHAM, Secretary.

UPPER INDIA CHAMBER OF COMMERCE,
CAWNPORE, 16th November, 1899.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—With further reference to your letter of 10th ultimo I have to advise that my Committee, after consultation with piece-

goods import dealers, passed, at a meeting held on the 14th instant, the following resolution :—

"This case was discussed and was decided that a reply be sent to the Bombay Chamber of Commerce letter of 10th October 1899, stating that the Committee approve generally of the proposals that compensation should be granted on a fixed scale for delay in delivery, as also in the event of non-delivery and the consequent cancelment of the contract."—Yours, &c.,

W. B. WISHART, Secretary.

MADRAS CHAMBER OF COMMERCE, 6th December 1899.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—With reference to your letter of the 16th ultimo, I beg to inform you that this Chamber is not prepared to make a joint representation with your Chamber and others protesting against the failure of manufacturers to observe delivery dates, as it does not consider that the course proposed is calculated to have the effect desired. The grievance, which no doubt exists, is, in the opinion of this Chamber, one for settlement by mutual arrangement between importers and manufacturers.—Yours, &c.,

A. C. LAWSON, Secretary.

No. 1457 1899.

BENGAL CHAMBER OF COMMERCE,
CALCUTTA, 9th December 1899.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—I am directed by the Committee of the Bengal Chamber of Commerce to acknowledge, with thanks, receipt of your letter of 2nd November enclosing copy of the form of contract, introduced by the Bombay Native Piece-Goods Merchants' Association, and with reference to the request contained in your previous letter of 10th October that this Chamber will join the Bombay Chamber in a representation to the Chambers of Commerce of Manchester and Glasgow, pointing out the injurious effects to trade resulting from the irregularities in regard to shipments of cotton goods, I am directed to say that the Committee are prepared to co-operate with you in endeavouring to get the question of proper delivery settled.—Yours, &c.,

W. PARSONS, Secretary.

BOMBAY CHAMBER OF COMMERCE, 13th January 1900.

The SECRETARIES, CHAMBERS of COMMERCE, Glasgow and Manchester.

DEAR SIR,—It has been brought to our notice by several of our members and by the Native Piece-Goods Dealers' Association that great inconvenience and not unfrequently loss arises from the perfunctory manner in which contracts for home-made goods and yarns are treated as regards deliveries.

2. Importers who have contracted with a home manufacturer for goods to be supplied within a stated period frequently receive at a date subsequent to that by which the goods were to have been delivered, a telegram asking for an extension of time sufficient for the whole process of manufacture. From this it is evident that the goods had not even been put in hand within the contract period. It appears, moreover, that there is nothing to prevent a manufacturer from setting aside a prior contract in favour of a later and possibly more advantageous one, and declaring when the due date arrives for the former that the goods are not ready, and that either the contract must be cancelled or extended time granted; and it is felt pretty universally out here by both importing houses and bazaar dealers that some efforts should be made to penalize the manufacturers for non-fulfilment of the terms of the contract in this matter of delivery. It is well known that in India we have our season for cold and hot weather goods, and our dealers and merchants base their orders to meet the probable requirements of these seasons, and, when specific deliveries have been arranged and accepted, it should not suffice merely to declare that the goods are not ready—some compensation should be awarded by, say, a tribunal on your side who can look into cases specifically put forward and declare what fine, if any, should be imposed in event of the buyer's not exercising his option of cancelling the contract.

3. It is not that our members care for or want the fine, but it should be fixed on a scale that might reasonably be supposed to cause a manufacturer to do all in his power to fulfil an en-

gagement. We think the amount of the fine should depend upon the position the goods were in at the due date, which information should be laid before the tribunal we have ventured to suggest ; but in the case of the goods not having been put in work at all, when the dispute arises, the fine should be 5 per cent of the value.—I am, &c.,

FREDERICK NOEL PATON, Secretary.

UPPER INDIA CHAMBER OF COMMERCE,
CAWNPORE, 8th January 1900.

The SECRETARY, CHAMBER of COMMERCE, Manchester, Glasgow.

DEAR SIR,—Through various sources your Committee have doubtless become aware of the dissatisfaction which exists in this country amongst dealers in English piece-goods and yarn at the manner in which the trade is treated by manufacturers and shippers, under the home contract form conditions current.

The extent to which the disabilities imposed thereby retard business and prejudice the development of the import piece-goods trade may to a certain extent be gathered from the following extracts of letters received from members of this Chamber, who were addressed regarding conditions which the Bombay Native Piece-Goods Merchants' Association propose should be inserted in the form of contract for the purchase of piece-goods :—

("TRANSLATION.")

. . . . . .

"We have had during the last 12 months to contend a great deal with late shipments from Manchester. If June shipment was contracted for, Manchester asked for time extension to September shipment, if July shipment was contracted for, they asked for October shipment and in reply to letters and telegrams ; makers will give no allowance, but say wire either acceptance of the extension asked for or ancel the order."

. . . . . .

"This year late shipments have increased and extensions been prolonged. Thus dealers have been brought to feel the connection with the rising tendency of cotton during the last six months,

tendency which ended in a state of affairs lately which nobody seems to have anticipated either in Europe or in India."

. . . . . .

"Dealers are disposed to doubt the fairness of the Manchester manufacturers on observing that notwithstanding numerous cancelments on the part of certain importers, who had bought and sold on forward delivery, other importers offered the same and similar goods in abundance 'ready' and in time. To show this, as an example, as it happened, we mention the following :—

"Our Amritsar branch had taken up indents for 120 cases printed striped flannelettes 'so called' 'Tennis stripes.' These were all booked in Manchester for July August shipment and here in India confirmed for this time of shipment. July and August passed, until at last in September we received the information by letter that the bulk of 120 cases could be shipped no sooner than October. Manufacturers know as well as importers that all goods ordered for July-August for Indian markets are intended for demand that exists only during a certain season and which never or seldom lasts longer than this season. One hundred and twenty cases equal to 3,600 pieces, equal to about 216,000 yards not being shipped is of some importance to a small market like Amritsar, and we therefore drew the Delhi and Amritsar dealer's attention to the probability that strong and even lasting demands later on might be the consequences of this. This observation now brought to light that other Bombay and Karachi firms were offering plenty of ready stock since the end of August and beginning of September. From these and similar examples indentors came to the conclusion that manufacturers pretended July-August shipment to be late for shipment because they could obtain better prices for these goods from some other buyers, and that, therefore, new goods could not be ready before October."

. . . . . .

"For importers as well as indentors these practices mean a loss of due commission, and in order not to lose this profit in future the Bombay dealers have made application to the Bombay Chamber of Commerce and asked that 7½ per cent. should be fixed as compensation for non-delivery."

. . . . . .

"Our wishes in this respect are as follows :—

"1. In case of one month's late shipment (one week more or less) the importers not to question the *bona fides* of the manufacturers. Importers or dealers to have no other option but cancelment."

"2. In case of two months' late shipment (one week more or less) importers and dealers to be entitled to compensation of 5 per cent., but in piece-dyed articles, as for instance, Italians, printed flannelettes, and cotton shawls, only half of the compensation to be taken if the manufacturer can prove by his books that he delivered the raw material in time to the dyer and that the dyer is responsible for the goods being late."

"3. In case of three months' late shipment (one week more or less) and for longer extensions 7½ per cent. commission."

"For non-delivery 10 per cent. compensation."

. . . . . .

"It has been experienced by many firms that Manchester manufacturers book orders in the most reckless way without seeing a reasonable chance to execute these orders in time. Further that it often happens that orders are booked, say, in November-December for June-July delivery and when the time of shipment arrives, makers ask for further 3-4 months' extension. It is evident that in such instances makers resell the goods to somebody else at better prices well knowing that by demanding 3-4 months' extension the original buyer must cancel."

"We suffer severely by late shipments and non-deliveries, and the makers should pay an adequate allowance for loss of profit."

"It has been suggested that we should ask" :—

"1 per cent. to *Nil* if goods are only one month late.
2½ do. do. do. two months.
5 do. do. do. 3-4 months late.
7½ do. for non-delivery."

My Committee consider it but equitable that compensation should be granted on a recognised scale for delay in delivery, as also in the event of non-delivery, and cancelment of the contract, but are not prepared to make any specific recommendations as to the basis on which this should be fixed in either case; feeling assured that the whole question will be carefully considered by your Committee and steps taken, if possible, to remedy the serious grievances, of which complaint is made, by the general body of dealers in this country in imported piece-goods.—Yours, &c.,

W. B. WISHART, Secretary.

COLOMBO, 12th January 1900.

The SECRETARY, MANCHESTER CHAMBER of COMMERCE, Manchester.

DEAR SIR,—With reference to a letter which has been addressed to you by the Secretary of the Bombay Chamber of Commerce, copy of which has been forwarded to my Chamber, *re* late delivery of cotton goods, we would wish to support this letter, as the firms interested in the piece-goods business here, make similar complaints as to the late delivery of goods.

Manufacturers, particularly in Manchester, would appear oftentimes to fill their contracts in a very perfunctory fashion, and it frequently happens that goods ordered for delivery at a certain time are not delivered at that time, with the consequence that the demand, which exists for certain goods at particular times of the year, is missed thereby causing great loss and inconvenience.

My Chamber is of opinion that if some such method of ensuring delivery within a prescribed time were adopted, as that proposed by the Bombay Chamber, it would go a considerable way to obviate the trouble referred to.—I am, &c.,

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No. 127-1900.

BENGAL CHAMBER OF COMMERCE,
ROYAL EXCHANGE BUILDING,
CALCUTTA, 23rd January 1900.

The SECRETARY, CHAMBER of COMMERCE, Manchester, Glasgow.

DEAR SIR,—The attention of the Committee of this Chamber has been drawn from several quarters to the increasing irregularities in connection with the fulfilment of contracts entered into on this side between importers of piece-goods and their constituents in the bazaar and accepted in Manchester and Glasgow. There would appear to be a growing practice on the part of merchants and manufacturers at home to ask for extensions of time in which to ship their goods ; and the consequences of late delivery in regard to what are known as "season goods" are at times most serious. The Committee, while unwilling to believe that such request for extensions of time are not *bona fide*, or that prior contracts are set aside in favour of later and more advantageous ones, desire to point out that the confidence of the native dealers in the bazaar is being seriously shaken, especially as the latter have no remedy except to cancel or extend the time, either

of which courses frequently lands them in serious loss if they have themselves resold the goods, or at any rate deprives them of prospective profit. The evil is a growing one both in Calcutta and Bombay, and has been accentuated in the last-named market by the action, as a measure of self-defence, of the Bombay Native Piece-Goods Merchants' Association which, as you are aware, is a very strong body. The conditions proposed as a basis for business by the abovenamed Association to the merchants in Bombay are not such as could be entertained for a moment. Unless, however, some satisfactory solution of the difficulties with regard to proper delivery under which the trade is at present labouring be found on your side, the Committee fear that serious consequences will result in the future. The Committee do not desire at this point to formulate any proposals in connection with the matter from this side, but they would be glad to learn from you, at an early opportunity, the steps proposed to be taken by your Chamber to place this important matter on a satisfactory footing.—Yours, &c.,

W. PARSONS, Secretary.

KARACHI CHAMBER OF COMMERCE, 17th January 1900.

To the SECRETARY, CHAMBER of COMMERCE, Manchester, Glasgow.

DEAR SIR,—Importers of piece-goods and yarns in this market have during the last year or two had the subject of late deliveries brought forcibly before them. Of late, owing to the rise in the home markets coupled with the exceptional weight of manufacturers' engagements, the grievance has become so great, that it is now universally felt that a strong effort should be made by all concerned to find a remedy. Under present conditions there is practically no penalty, as regards the manufacturer, attaching to late delivery. The buyer in Manchester has doubtless the right to purchase against the supplier in the open market, but practically in nine cases out of ten it is impossible to exercise the option because either the goods concerned are of a special description which can only be procured from a particular maker, or the time required for replacement and manufacture would throw the goods out of season. The only effective option, therefore, is that of cancelment, and it is obvious that in a rising market that is one eminently satisfactory to the manufacturer.

The effect of this condition of affairs, in our opinion, is that many manufacturers are not sufficiently careful to limit their contracts to

such quantities as they are in a position to overtake. In a rising market they go on booking far in excess of their production, knowing that the inevitable late delivery will entail no loss to themselves. It is far otherwise with the importer on this side who finds himself deprived of the goods upon which, if they had arrived within contract time, he would have secured a profit. He, it is true, has usually the option of cancelling or extending the time for shipment, but that to him is far from satisfactory as when, supposing he does extend, and the goods ultimately arrive the expected profit may have disappeared or have been turned into an absolute loss. It is recognised by all that late delivery is at times inevitable, caused, as it may be, by break down of machinery, strikes, fires or other circumstances beyond the control of the manufacturer. It is not against such inconveniences that importers complain, but against the abuse of the latitude in respect of delivery, which the terms of the present Manchester and Glasgow contracts admit.

The Bombay Chamber of Commerce has suggested that some sort of tribunal should be constituted to which, by a condition of contract, cases of late shipment might be submitted and by which allowances might be fixed. On such lines, we think, there would be a fair prospect of effecting reform, but no doubt other remedies may be found practicable. The subject is one of the greatest importance to all concerned in the piece-goods and yarn trade, and we have no doubt that when it is thus brought to your notice it will receive your most earnest consideration.—I am, &c.,

C. H. CHETHAM, Secretary.

APPENDIX II.

TREATY OF COMMERCE AND NAVIGATION BETWEEN GREAT BRITAIN AND JAPAN.

No. 2977 of 1899.

REVENUE DEPARTMENT,
BOMBAY CASTLE, 29th April 1899.

From J. W. P. MUIR MACKENZIE, Esq., I.C.S., Secretary to the Government of Bombay, to the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—With reference to paragraph 2 of my letter No. 2126, dated 22nd March 1899, I am directed to state, under instructions from the Government of India, that the question of the adherence of India to the Treaty of Commerce and Navigation entered into between Her Majesty the Queen and His Majesty the Emperor of Japan is now under correspondence with the Secretary of State, and that it is not possible, until the necessary negotiations are complete, to say what position or privileges will be obtained for merchants in India.—I have, &c.,

J. MUIR MACKENZIE, Secretary to Government.

APPENDIX JJ.

TOWN DUTY ON GRAIN AND SUGAR.

No. 28354 of 1899.

MUNICIPAL COMMISSIONER'S OFFICE,

BOMBAY, 10th February 1899.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I have the honour to inform you that the Corporation have sanctioned for the year 1899-1900 the levy of Town Duty on grain at the enhanced rate of annas 6 per candy instead of annas 4 the present rate. The Town Duty on flour will thus, at 75 per cent. of the rate on grain, be 4 annas and 6 pies instead of 3 annas.

The enhanced rates will come into force from 1st April 1899, and I shall be glad to be favoured with the views of the Chamber as to the probable date by which the stock of grain imported into the city up to 31st March next and entitled to refund at the lower rate will be exhausted, in other words the date from which refunds of Town Duty should be granted at the enhanced rate.

You are aware that under the Municipal by-laws for the granting of refunds the production of Import Bills in respect of grain exported by sea is not required. In the case of grain exported by rail, Import Bills are required, and they serve to fix the date of import, and therefore the rate of Town Duty levied and the rate at which it is to be refunded.

In the current year when the duty on grain was raised from 2 annas to 4 annas a period of 15 days was allowed from 1st April for the export of stock in hand, and after that date refunds were granted at the enhanced rate of 4 annas.

I shall be glad to be favoured with a reply as soon as possible, as I wish to notify the date fixed with the least possible delay.—I have, &c.,

W. L. HARVEY,
Municipal Commissioner for the City of Bombay.

BOMBAY CHAMBER OF COMMERCE, 23rd February 1899.

The MUNICIPAL COMMISSIONER for the CITY of BOMBAY.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to acknowledge the receipt of your letter No. 28384, dated 10th February 1899, relating to the enhancement in the rate of Town Duty to be levied on grain and flour from 1st April; and in reply to your question as to the date by which the stock of grain imported into the city up to 31st March and entitled to refund at the lower rate will be exhausted, I am to say that the members of Committee remain of the opinion expressed in their letter of the 24th February 1898 to the effect that one week after the 1st April ought to be allowed for exhaustion of the stocks in question.—I have, &c.,

FREDERICK NOEL PATON, Secretary.

APPENDIX KK.

CONDITION OF THE WHANGPOO RIVER AND OF THE WOOSUNG BAR.

SHANGHAI GENERAL CHAMBER OF COMMERCE,

SHANGHAI, 21st August 1899.

To the CHAIRMAN, CHAMBER of COMMERCE, Bombay.

SIR,—The condition of the Whangpoo River generally and of the Woosung Bar in particular has for many years past been a great obstruction to the trade of Shanghai, and a cause of great expense by reason of the fact that many steamers engaged in the trade of the port are unable to cross the Bar, and are forced to take in and discharge their cargoes outside Woosung. As the evil was growing and threatened the future existence of Shanghai as a shipping port, this Chamber engaged Mr. J. de Rijke, a well-known Dutch expert in the service of the Japanese Government, to make a preliminary survey of the River and Bar with the object of suggesting remedial measures.

When this report was completed, it became evident that no such remedial measures could be effectually undertaken unless a Conservancy Board was established, with full authority to carry out all necessary works of improvement and to collect funds to cover the expense of same. This Chamber, therefore, drew up a scheme embodying their views which they laid before the Consular Body, as you will see by annexed correspondence, and this, being favourably received, was forwarded to Peking for the approval of the Foreign Representatives. As the latter have decided that certain points in the proposed scheme must be submitted to their respective Governments, this Chamber begs your earnest assistance in support of its proposal, and trusts you will do your best to impress upon your Government the great necessity, in the interests of international trade, for the establishment of a Conservancy Board which will be empowered to restore and conserve the river approaches to this important emporium.—I am, &c.,

WILLIAM D. LITTLE, Chairman.

CORRESPONDENCE *RE* CONSERVANCY BOARD.

H.M.F.M.'s CONSULATE-GENERAL,
SHANGHAI, 27th January 1899.

E. F. ALFORD, Esq., Chairman of the Shanghai General Chamber of Commerce.

SIR,—After a thorough study of the scheme of a Conservancy Board for the Woosung River, contained in your letter dated 13th December last, the Consular Body, at their meeting of 20th instant, closely considered and discussed the matter and desired me to state the following :—

The Consular Body admit the great urgency, in the interest of trade, to constitute a River Conservancy Board having under its control the works at the bar or elsewhere found necessary by technic, dredging, removal of wrecks and other obstacles, pilot service, floating lights, buoys, etc., such Board being also intrusted with the funds raised from agreed sources, their management and expenditure and, if possible, the issue of regulations and performance of certain maritime police functions, and other prerogatives enunciated in your scheme.

Although its cosmopolitan nature and the privileges of exterritoriality enjoyed by Foreign Powers in China demand that such Board be constituted by an International Convention signed at Peking, it is nevertheless evident that this constitution must be formulated in Shanghai where all wants and obligatory conditions are known.

The said Convention must determine the responsibilities for the Board and its Members' acts, carefully avoid in the constitution of said Board any political character or motive of dispute in questions of principles and provide the Board with means to secure the accomplishment of its functions. All those necessities imply the condition that the Board be constituted like, for instance, the Company for the Canal of Suez, governing itself by its statutes in which are foreseen the rights and duties of the members, the working and representation of the institution.

It must be noted that the responsibilities of the Board now contemplated, for its actions, can only be claimed before a Court of Consuls, it is therefore necessary that its rights and duties be formulated, as exactly as possible, in regulations to be elaborated preferably in Shanghai.

These considerations make it evident that Consuls cannot be on the Board ; the presence there of any official element would be of much greater inconvenience than use.

Finally, the Consular Body are of opinion that a scheme in which the abovementioned conditions would not be respected, would carry in itself the cause of its condemnation.

Those are the reasons why my Colleagues, before forwarding your scheme to the Diplomatic Body at Peking, found it advisable to address you the present letter and ask if on account of the above stated considerations the Chamber of Commerce will not find it necessary to bring some modifications into their original scheme, a copy of which I beg to return herewith enclosed.—I have, &c.,

JOAQUIM MARIA TRAVASSOS VALDEZ,
Consul-General for Portugal and Senior Consul.

No. 37 S.

H. M. F. M.'s CONSULATE-GENERAL,
SHANGHAI, 22nd February 1899.

E. F. ALFORD, Esq., Chairman of the Shanghai General Chamber of Commerce.

SIR,—I have the honour to acknowledge receipt of your letter of 6th instant, replying to the communication which, on behalf of my colleagues, I addressed to you upon the constitution of a River Conservancy Board.

The Consular Body, to whom I gave knowledge of the said letter, saw with satisfaction the amendments it includes, but believing it useful that only one scheme be forwarded to Peking, they request now the Chamber to amalgamate the first scheme with the suggested amendments and send me a new one.

The Consular Body also considered the motives that prevented the Chamber to eliminate the Consuls from the scheme and, while greatly appreciating the reasons that induced the Chamber to admit in principle that the interests of all Consuls had to be represented and safeguarded as proposed, they direct me to state that the remarks of the Consular Body on the subject were simply made in consideration of a legal principle, as the Consuls never can be represented and have interests in the River Conservancy Board and eventually become judges over

the same Board without offending the said principle, which could perhaps easily be maintained and conciliated if the Consular Body be entitled to elect two representatives chosen amongst residents of Shanghai.—I have, &c.,

JOAQUIM MARIA TRAVASSOS VALDEZ,
Consul-General for Portugal and Senior Consul.

No. 1327.

SHANGHAI GENERAL CHAMBER OF COMMERCE,
SHANGHAI, 19th April 1899.

J. M. T. VALDEZ, Esq., Consul-General for Portugal and Senior Consul.

SIR,—In reply to your letter of 22nd February, I have the honour to inform you that the Committee have since had under consideration the scheme for the constitution of a Conservancy Board embodying certain revisions as suggested by you, and I now submit same to you in its entirety as recommended by the Committee at their recent meeting.

COMPOSITION OF THE BOARD.

That the Board should consist of :—

Two representatives selected by the Consular Body from among the resident foreign merchants of Shanghai.

The Commissioner of Customs or his nominee.

Two representatives of the Chamber of Commerce to be nominated by the Committee.

Two representatives of the shipping interests to be nominated by firms or persons whose entrances and clearances exceed 50,000 tons per annum.

If considered desirable the Board might still further be increased by a representative of the Municipal Council and a representative of the French Municipal Council.

The Board to elect their own Chairman and Vice-Chairman.

A paid Secretary to be appointed.

The Harbour Master and a body of water police and watchmen to be servants of the Conservancy Board.

In the event of the river being conserved a competent engineer should be appointed who will have supreme control (under the Board) of the entire work.

DUTIES OF THE BOARD.

1.—*Regulation of Traffic* :—To issue such regulations as may be found necessary for the regulation of the traffic between the upper limit of the Foreign Settlements to the Red Buoy in the Yangtsze, and over all waterways (such as the Soochow and other Creecks) within the area of the Foreign Settlements at Shanghai and the Settlement at Woosung.

2.—*Dredging and Bunding* :—No dredging or bunding works to be carried out in this section of the river, or in the above mentioned creecks, without the permission of the Board.

3.—*Removal of Obstacles* :—To have full power to remove all obstacles in the river or creeks, and where necessary (as in the case of wrecks for example) to recover the cost of so doing from those responsible.

4.—*Control of Lights* :—To have complete control of all floating lights, buoys, etc., in this section of the River and of such marks on shore as may be necessary for the safe navigation of the river, with the exception of Lighthouses, which will remain as provided for in Clause 32 of the Treaty of 1858 between Great Britain and China.

5.—*To Receive Proportion of Tonnage Dues* :—The Board to receive a proportion of the tonnage dues paid to the Imperial Maritime Customs at Shanghai, Woosung and any other port on the Whangpoo, sufficient to cover cost of such work or duties as would be carried out by the Harbour authorities were the Board not in existence.

6.—*Control of Conservancy Works* :—In the event of its being decided (by the Board) to carry out the Conservancy of the River, the whole work of so doing to be under the control of the Board, even though this may entail work outside the proposed limit of their jurisdiction.

7.—*Collection and Expenditure of Funds* :—The Board to have the collection and expenditure of all funds which may be raised for such works and to have the power to enforce payment, once the levying of the tax has been agreed to by the Joint Powers.

8.—*Police and Watchmen*:—The Board to have power to organise police and/or watchmen to carry out their orders.

9.—*Control of Pilot Service* :—The Board to control the Shanghai Pilot Service. No licenses to be issued except by the Board, who will have power to deal with these licenses.

10.—*Enforcements of Regulations:*—With regard to enforcing observance of their regulations, the Conservancy Board, being constituted in concert between the Treaty Powers and the Chinese Government, will have the power to sue those who disregard the regulations before their Consuls, and in the case of Chinese before the Mixed Court Magistrate, in the presence of a Foreign Assessor. All suits against the Board shall be brought before the Court of Consuls in the name of the Secretary of the Board.

POSSIBLE SOURCES OF REVENUE.

1.—A special annual charge on the assessed value of the property in the Foreign Settlements, which even at one-tenth of one per cent. would produce some Taels 33,000 per annum.

2.—A similar charge on the property with water frontage on both sides of the river outside the Foreign Settlements, but between them and the Yangtsze.

3.—A tax on all shipping entering or leaving the port of Shanghai, Woosung or any other port on the Whangpoo in the shape of a sur-tax on Tonnage Dues to be collected at same time as Tonnage Dues and by the same methods. This at 5 cand. per ton, making the total charge 45 cand. instead of 40 cand. as fixed by Art. XXIX of the Treaty between Great Britain and China of 1858, would give an income of Tls. 52,500 per annum.

4.—A charge on all merchandise passed through the Customs at Shanghai, Woosung and any other port on the Whangpoo in a similar manner to the present wharfage charges, giving at one-tenth of one per cent., say Tls. 55,000 per annum.

5.—An Imperial contribution from the Chinese Government, equal to three-tenths of the tonnage dues collected in Shanghai, would result in some Tls. 120,000. It being understood that this proportion of the tonnage dues has been for many years past, and still is, diverted from the purpose implied by the Treaties, into alien channels. A similar contribution to be made on all tonnage dues which may be collected at Woosung or any other port on the Whangpoo.

6.—The aggregate of these annual receipts would probably be sufficient to enable a constituted authority to raise the necessary capital.

7.—As already stated (Article 2, section 7) this constituted authority would be the Conservancy Board. Should the annual revenue not be

sufficient to provide interest and amortization for the capital raised for the Conservancy works, the Board to have power to make such increase in the tax on shipping, property and trade as may be necessary to produce the funds required. Three months' notice of such increase to be given to the Consular Body, who in their turn shall publicly notify this increase at least one month before it comes into operation.

8.—The Board shall within six months of the close of their yearly accounts furnish the Consular Body with a detailed statement giving full particulars of their management, receipts and expenditure during the past twelve months. This report to be subsequently published for general information.

The Committee of this Chamber trust that the above suggested Regulations for the Constitution of a Conservancy Board will so far meet with the approval of the Consular Body that they may be able to transmit them to Peking for the consideration of the Foreign Representatives, with a strong recommendation for their adoption.—I have, &c.,

WM. D. LITTLE, Acting Chairman.

H. M. F. M.'S COSULATE-GENERAL,
SHANGHAI, 26th June 1899.

W. D. LITTLE, Esq., Chairman of the Shanghai General Chamber of Commerce.

SIR,—On behalf of my colleagues I have the honour to inform you that I received from His Excellency D. Bernardo de Cologan, Doyen of the Diplomatic Body at Peking, a letter, dated 13th instant., stating that the Diplomatic Body have taken knowledge of the proposal made by the Shanghai General Chamber of Commerce for the formation of a River Conservancy Board.

The Foreign Ministers desired His Excellency to reply that although they sympathised with the proposal, before trying to enter into negotiations on the subject, they found it necessary to consult their respective governments on certain points of the said proposal.—I have, &c.,

JOAQUIM MARIA TRAVASSOS VALDEZ,
Consul-General for Portugal and Senior Consul.

BOMBAY CHAMBER OF COMMERCE, 26th October 1899.

The SECRETARY to GOVERNMENT, General Department, Bombay.

SIR,—The Bombay Chamber of Commerce recently received from the Shanghai Chamber of Commerce a communication relating to the serious obstruction to trade and navigation caused by the condition of the Whangpoo River and of the Woosung Bar in particular. Attached to the said letter was a copy of correspondence exchanged by the same body with the Consular corps in their city which correspondence specially treated of the constitution of the Conservancy Board by which it is proposed that the proposed remedial measures should be carried out.

2. My Committee carefully considered the question of the obstruction referred to and whose existence has been known to them for a long time. They have consulted with those members of the Chamber whose knowledge of the evil and of its extent is most complete, and the investigation leaves no doubt as to the gravity of the disabilities imposed on commerce by the present conditions.

3. Under the instructions of the Committee I therefore have the honour to submit that the influence of Government may fitly be exerted with great promptitude and energy to secure the execution of the necessary works under a properly constituted Conservancy Board.

4. The Woosung Bar has always obstructed the navigation of vessels entering Shanghai Harbour. In low tides steamers are often detained as much as four or five days, and cargo is discharged and shipped by means of lighters. This procedure entails considerable expense and risk, for when it is blowing the sea at the Bar is very rough. The cargo is not received at Shanghai till about a week after the steamer's arrival at Woosung and this again entails loss of various kinds upon the value of the goods. It is believed by those most competent to judge that the measures proposed are calculated to abate the obstruction and to prove a great boon to the navigation of steamers and to the general commerce of Shanghai.

5. As the Foreign Representatives at Peking have decided that certain points in the proposed scheme must be submitted to their respective Governments, and as their respective communications have probably gone forward some time ago, I am instructed to beg that Government may be pleased to give the matter its strenuous attention and may urge by all means the establishment of a Conservancy Board having effective powers. —I have, &c.,

FREDERICK NOEL PATON, Secretary.

BOMBAY CHAMBER OF COMMERCE, 30th October 1899.

The CHAIRMAN, SHANGHAI GENERAL CHAMBER of COMMERCE.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to acknowledge the receipt of your letter dated 21st August 1899, relating to the serious obstruction to trade and navigation caused by the condition of the Whangpoo River and of the Woosung Bar in particular.

The papers have received the careful consideration of the Committee, and I am now to wait upon you with a copy of a communication which has been sent to the Government of Bombay on the subject.—I have, &c.,

FREDERICK NOEL PATON, Secretary.

No. 272-G OF 1899.

MARINE DEPARTMENT,
BOMBAY CASTLE, 27th November 1899.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter dated 26th October 1899, bringing to notice the serious obstructions to trade and navigation caused by the condition of the Whangpoo River and of the Woosung Bar in the Shanghai Harbour and urging the establishment of a Conservancy Board, and to state that the same has been forwarded to the Government of India for consideration.—I have, &c.,

J. M. ANTIA, for Secretary to Government.

No. 2-G of 1900.

MARINE DEPARTMENT,

BOMBAY CASTLE, 5th January 1900.

To the SECRETARY, BOMBAY CHAMBER of COMMERCE.

SIR,—With reference to my letter No. 272-G, dated the 27th November 1899, I am directed to state that the Government of India have intimated that the Chamber's letter, regarding the obstruction to trade and navigation caused by the condition of the Whangpoo River and of the Woosung Bar in the Shanghai Harbour, has been forwarded to the Secretary of State for consideration.—I have, &c.,

J. DE C. ATKINS, Secretary to Government.

APPENDIX LL.

WINE AND SPIRIT LICENSE FEES IN THE PUNJAB.

No. 62.

CALCUTTA WINE, SPIRIT AND BEER ASSOCIATION,
ROYAL EXCHANGE BUILDING,
CALCUTTA, 17th July 1899.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—In consequence of a recent heavy enhancement of wine and spirit license fees in the Punjab, in some instances by as much as 150 per cent., the Committee of this Association have now under consideration the whole question of the disproportion of the fees levied in India generally, compared with fees for similar licenses in England. Taking Calcutta, for instance, it is found that licenses which in England cost £24 per annum, here amount to no less than Rs. 1,200 or £80 per annum, and this is rightly felt to be an unjustifiable burden upon one particular branch of trade.

Before taking any action with a view to secure, if possible, a review of the matter either by the Local Governments or the Government of India, I am directed to enquire whether you could furnish the Committee with information regarding the license fees levied in your district, and whether any complaint exists with respect to them. As regards the latter point the Committee venture to suggest that a more comprehensive opinion would be obtained were the opinions of firms interested, but who are not members of your Chamber, invited.

In connection with this subject, I am directed to forward for favour of perusal copy of an interesting note by the representative in this city of Messrs. Cutler, Palmer & Co., the statements contained in which the Committee fully endorse.

Awaiting the favour of your reply,—I am, &c.,

J. TAYLOR, Acting Secretary.

BOMBAY CHAMBER OF COMMERCE, 27th July 1899.

The SECRETARY, CALCUTTA WINE, SPIRIT AND BEER ASSOCIATION, Royal Exchange Building, Calcutta.

DEAR SIR,—I have submitted to the Committee of the Bombay Chamber of Commerce your letter No. 62 of the 17th instant, with accompaniment, respecting the recent enhancement of wine and spirit license fees in the Punjab.

In reply I am to say that my Committee have not received any complaints from members on this subject, and they do not therefore see their way at present to institute enquiries such as you suggest.—I am, &c.,

FREDERICK NOEL PATON, Secretary.

APPENDIX MM.

COTTON DUTIES AND TARIFF ACTS.

FINANCE AND COMMERCE DEPARTMENT.

STATISTICS AND COMMERCE.

CUSTOMS.

CALCUTTA, 29th December 1899.

No. 5896-S. R.—In exercise of the powers conferred by Sections 22 and 23 of the Sea Customs Act, 1878 (VIII of 1878), in modification of the tariff values fixed by the Indian Tariff Act, 1894 (VIII of 1894), as amended by the Indian Tariff Act (1894) Amendment Act, 1896 (III of 1896), and as further altered from time to time by Notifications of the Governor General in Council, and in supersession of all previous Notifications exempting any goods imported into British India from the whole or any part of the customs duties leviable thereon, the Governor General in Council is pleased to fix for the articles specified in column 2 of the schedule hereto annexed, the tariff values stated in column 4 of the said schedule.

Provided that nothing in this Notification shall affect any additional duty imposed under the powers conferred by Section 8A of the Indian Tariff Act, 1894 (VIII of 1894), as amended by the Indian Tariff Act Amendment Act, 1899 (XIV of 1899).

SCHEDULE IV.—(IMPORT TARIFF.)

GENERAL DUTIES.

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
			Rs. a.	
	ANIMALS, LIVING.			
1	HORSES, CATTLE, SHEEP, and all other living animals of all kinds	.....	...	Free.
	ARTICLES OF FOOD AND DRINK.			
2	COFFEE	cwt.	30 0	Five per cent.

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*
GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
			Rs. a.	
	ARTICLES OF FOOD AND DRINK—*contd.*			
3	FRUITS AND VEGETABLES, except fresh fruits and vegetables not separately enumerated, which are free—			
	Almonds without shell ...	cwt.	55 0	Five per cent.
	„ in the shell ...	„	14 0	„
	„ (kagazi)	„	35 0	„
	Cashew or cajoo kernels ...	„	12 0	„
	Cocoanuts	thousand	30 0	„
	„ kernels (khopra)	cwt.	12 0	„
	Currants, in cases... ...	„	14 0	„
	„ in cans	„	28 0	„
	„ other	„	14 0	„
	Dates, dry, in bags... ...	„	5 8	„
	„ wet „	„	4 0	„
	„ „ in pots and boxes	„	8 8	„
	Figs, Persian, dried ...	„	12 0	„
	Garlic	„	5 0	„
	Hops	.....	...	Free.
	Pistachio nuts	cwt.	27 0	Five per cent.
	Prunes, Bussora (alu-Bokhara)	„	20 0	„
	Raisins, black	„	10 0	„
	„ kishmish	„	11 0	„
	„ Munakha	„	8 0	„
	„ other sorts ...	.....	*ad valorem*	„
	Walnuts	cwt.	8 0	„
	All other sorts of fruits and vegetables	.....	*ad valorem*	„
4	GRAIN AND PULSE, including broken grain and pulse, but not including Flour	.....	...	Free.
5	MINERAL AND ÆRATED WATERS, and all unfermented and non-alcoholic beverages	.....	*ad valorem*	Five per cent.
6	PROVISIONS, OILMAN'S STORES AND GROCERIES—			
	Bacon	lb.	0 11	„

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation. Rs. a.	Duty.
	ARTICLES OF FOOD AND DRINK—*contd.*			
6	PROVISIONS, OILMAN'S STORES AND GROCERIES—*concld.*			
	Beef and Pork ...	tierce of 3 cwt.	100 0	Five
		barrel of 2 cwt.	75 0	per cent.
	Biche de mer	cwt.	50 0	„
	Butter	lb.	1 0	„
	Cheese	„	0 11	„
	China preserves	box of six jars.	4 0	„
	„ fruit preserves, dry candied	lb.	0 4½	„
	Cocum	cwt.	5 8	„
	Fish-maws	.....	...	Free.
	Flour	.....	*ad valorem*	Five per cent
	Ghi	cwt.	50 0	„
	Groceries not otherwise described	.....	*ad valorem*	„
	Margarine	lb.	1 0	„
	Pork hams	„	0 11	„
	Sago...	cwt.	8 4	„
	Shark-fins	.....	...	Free.
	Singally and sozille ...	.....	...	„
	Tapioca	cwt.	9 8	Five per cent.
	Vinegar, European, in wood	Imperial gallon.	1 0	„
	„ Persian	„	1 8	„
	„ country	„	0 6	„
	All other sorts of provisions, oilman's stores and groceries	.....	*ad valorem*	„
7	SPICES—			
	Betelnuts—Goa	cwt.	16 0	„
	„ —in the husk ...	thousand	2 0	„
	„ —all other sorts ...	.....	*ad valorem*	„
	Cardamoms, Ceylon	cwt.	200 0	„
	Chillies, dry	„	10 0	„
	Cloves	„	22 0	„
	„ stems and heads ...	„	5 8	„
	„ in seeds, narlavang ...	„	11 0	„
	Ginger, dry	„	13 0	„
	Mace	lb.	1 2	„

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
			Rs. a.	
	ARTICLES OF FOOD AND DRINK—*concld.*			
7	SPICES—*concld.*			
	Nutmegs	lb.	0 8	Five per cent.
	„ in shell	„	0 6	„
	Pepper, black...	cwt.	30 0	„
	„ long	„	30 0	„
	„ white	„	58 0	„
	All other sorts of spices ...	.....	*ad valorem*	„
8	SUGAR, China, candy	cwt.	18 0	„
	„ loaf	„	15 0	„
	„ crystallised beet ...	„	12 0	„
	„ „ and soft, from China	„	12 0	„
	„ „ and soft, from Mauritius.	„	11 8	„
	„ soft or raw, other than from Mauritius or China.	„	10 8	„
	„ all other sorts, including saccharine produce of all kinds and confectionery.	.....	*ad valorem*	„
9	TEA, black	lb.	0 8	„
	„ green	„	0 10	„
	CHEMICALS, DRUGS, MEDICINES, AND NARCOTICS, AND DYEING AND TANNING MATERIALS.			
10	CHEMICAL PRODUCTS AND PREPARATIONS—			
	Acid, sulphuric	lb.	0 1½	„
	Alkali, country (sajji-khar)	cwt.	1 8	„
	Alum	„	4 0	„
	Arsenic	„	21 8	„
	„ China mansil ...	„	12 0	„
	Bicarbonate of soda ...	„	6 8	„
	Copperas, green	„	2 10	„

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
			Rs. a.	
	CHEMICALS, DRUGS, MEDICINES, AND NARCOTICS, AND DYEING AND TANNING MATERIALS—*contd.*			
10	CHEMICAL PRODUCTS AND PREPARATIONS—*contd.*			
	Explosives, namely, blasting gelatine, dynamite, roburite, tonite, and all other descriptions, and including detonators and blasting fuse	.....	*ad valorem*	Five per cent.
	Sal ammoniac	cwt.	26 0	„
	Sulphate of copper ...	„	20 0	„
	Sulphur (brimstone), flour.	„	5 8	„
	„ („), roll...	„	5 4	„
	„ („), rough	„	4 8	„
	All other sorts of chemical products and preparations, including saltpetre and borax	.....	*ad valorem*	„
11	DRUGS, MEDICINES, AND NARCOTICS—			
	Aloes, black	cwt.	20 0	„
	„ Socotra	„	30 0	„
	Aloe-wood	lb.	6 0	„
	Asafœtida (hing)	cwt.	65 0	„
	„ coarse (hingra)...	„	25 0	„
	Atary, Persian	„	15 0	„
	Banslochan (bamboo camphor)	lb.	0 5	„
	Brimstone (amalsara) ...	cwt.	35 0	„
	Calumba or Colombo root...	„	7 0	„
	Camphor, Bhimsaini (baras)	lb.	65 0	„
	„ refined, cake ...	„	1 6	„
	„ crude, in powder.	„	0 15	„
	Cassia lignea	cwt.	28 0	„
	China root (chobchini), rough	„	9 8	„
	China root (chobchini), scraped	„	15 0	„
	Cubebs	„	13 0	„
	Galangal, China	„	10 0	„

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
			Rs. a.	
	CHEMICALS, DRUGS, MEDICINES AND NARCOTICS, AND DYEING AND TANNING MATERIALS—*concld.*			
11	DRUGS, MEDICINES, AND NARCOTICS.—*concld.*			
	Pellitory (akalkara) ...	cwt.	33 0	Five per cent.
	Peppermint crystals ...	lb.	7 0	„
	Quinine and other alkaloids of chinchona	.....	.....	Free
	Salep	cwt.	100 0	Five per cent.
	Senna leaves	„	7 0	„
	Storax liquid (rose melloes)	„	44 0	„
	Tobacco, unmanufactured..	.....	.....	Free
	„ manufactured ...	.....	*ad valorem*	Five per cent.
	All other sorts of drugs, medicines, and narcotics, except opium (for which see Schedule III) ...	.....	„	„
12	DYEING AND TANNING MATERIALS—			
	Alizarine dye, dry, 40 per cent.	lb.	1 1	„
	„ „ 50 „	„	1 3	„
	„ „ 60 „	„	1 7	„
	„ „ 70 „	„	1 10	„
	„ „ 80 „	„	1 14	„
	„ „ 100 „	„	2 4	„
	„ dye, liquid 10 „	„	0 3½	„
	„ „ 16 „	„	0 4½	„
	„ „ 20 „	„	0 6½	„
	Aniline „ indigo blue	„	0 6½	„
	„ „ dry	„	1 4	„
	„ „ salts	„	*ad valorem*	„
	Avar bark	cwt.	4 4	„
	Buzgand (gulpista)... ...	„	34 0	„
	Cochineal	lb.	0 14	„
	Gallnuts (myrabolams) ...	cwt.	3 0	„
	„ Persian	„	35 0	„
	Madder or manjit	„	11 0	„
	Orchilla weed	„	4 0	„
	Sappan wood and root ...	„	5 8	„
	All other sorts of dyeing and tanning materials... ...	...	*ad valorem*	„

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
			Rs. a.	
	METALS AND MANUFACTURES OF METALS.			
13	HARDWARE AND CUTLERY, including ironmongery and plated-ware, and also including machines, tools, and implements to be worked by manual or animal labour, except water-lifts, sugar-mills, oil-presses and parts thereof, and any other machines and parts of machines ordinarily used in processes of husbandry, or for the preparation for use or for sale of the products of husbandry which the Governor General in Council may, by notification in the *Gazette of India*, exempt, also the following articles used in the manufacture of cotton, namely, bobbins (warping), forks for looms, healds, heald cords, heald knitting needles, laces, lags and needles for dobbies, pickers (buffalo and others), picking bands, picking levers, picking sticks (over and under), reed pliers, reeds, shuttles (for power looms), springs for looms, strappings, and weft forks, all of which are free ...	.....	*ad valorem*	Five per cent.
14	MACHINERY, namely, prime-movers, and component parts thereof, including boilers and component parts thereof; also including locomotive and portable engines, steam-rollers, fire-engines and other machines in which the prime-mover is not separable from the operative parts	.....	...	Free

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
			Rs. a.	
	METALS AND MANUFACTURES OF METALS—*contd.*			
14	MACHINERY (and component parts thereof), meaning machines or sets of machines to be worked by electric, steam, water, fire, or other power not being manual or animal labour, or which before being brought into use require to be fixed with reference to other moving parts: Provided that the term does not include tools and implements to be worked by manual or animal labour, and provided also that only such articles shall be admitted as component parts of machinery as are indispensable for the working of the machinery and are, owing to their shape or to other special quality, not adapted for any other purpose. *Note.*—Machinery and component parts thereof made of substances other than metal are included in this entry.	..		
15	METALS, unwrought & wrought, and articles made of metals—			
	Brass, beads, ghungri, China	thousand.	0 12	Five per cent.
	„ foil or dankpana, white 10½ in. × 4½ in ...	hundred leaves.	1 0	„
	„ foil or dankpana, coloured, 10½ in. × 4½ in.	„	1 4	„
	„ old	cwt.	26 0	„
	„ sheets, flat or in rolls, very thin	„	105 0	„
	„ wire	lb.	0 8	„
	„ all other sorts... ...	.....	*ad valorem*	„

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
			Rs. a.	
	METALS AND MANUFACTURES OF METALS—*contd.*			
15	METALS, unwrought & wrought, and articles made of metals—*contd.*			
	Copper, bolt	cwt.	57 0	Five per cent.
	„ brazier's and sheets	„	55 0	„
	„ nails and composition nails ...	„	55 0	„
	„ old	„	35 0	„
	„ pigs and slabs ...	„	38 0	„
	„ sheathing, plate, and raised bottoms ...	„	57 0	„
	„ tiles, ingots, cakes, and bricks ...	„	50 0	„
	„ China, white copperware	lb.	1 2	„
	„ foil or dankpana, white, 10¼ in. × 4¼ in.	hundred leaves.	1 12	„
	„ foil or dankpana, coloured, 10¼ in. × 4¼ in.	„	2 0	„
	„ wire, including wire of phosphor-bronze	lb.	0 9½	„
	„ all other sorts, unmanufactured and manufactured, except current coin of the Government of India, which is free	.....	*ad valorem*	„
	Gold bullion and coin ...	.....	.....	Free.
	Gold leaf	hundred leaves.	2 12	Five per cent.
	Iron, anchors and cables ...	.....	*ad valorem*	One per cent.
	„ angle, T, and channel, other than Lowmoor or Swedish	ton.	130 0	„
	„ angle and T, other than Lowmoor or Swedish (if galvanised) ...	„	190 0	„
	„ channel (if galvanised)	.....	*ad valorem*	„
	„ bar, Lowmoor ...	ton.	375 0	„
	„ „ Swedish	„	165 0	„

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
			Rs. a.	
	METALS AND MANUFACTURES OF METALS—*contd.*			
15	METALS, unwrought & wrought, and articles made of metals—*contd.*			
	Iron bar, Swedish nail-red, also round rod under half an inch in diameter ...	ton.	170 0	One per cent.
	„ „ other kinds ..	„	115 0	„
	„ „ „ nail-rod & round rod under half an inch in diameter..	„	120 0	„
	„ „ „ (if galvanised) ...	„	170 0	„
	„ beams, joists, pillars, girders, bridge-works, and other such descriptions of iron imported exclusively for building purposes ...	.....	*ad valorem*	„
	„ plate & sheet, Lowmoor	ton.	500 0	„
	„ „ Swedish ...	.....	*ad valorem*	„
	„ „ and hoops, other kinds	ton.	140 0	„
	„ hoops, other kinds, (if galvanised)	.....	*ad valorem*	„
	„ plate, other kinds (if galvanised)	ton.	210 0	„
	„ plate, other kinds, (if tinned)	.....	*ad valorem*	„
	„ sheets, other kinds (if galvanised)	cwt.	10 8	„
	„ sheets, other kinds (lead coated) ...	.....	*ad valorem*	„
	„ bar, hoop, plate and sheet, Lowmoor and Swedish (if galvanised)	.....	„	„
	„ bar (including angle, T, and channel) hoop, plate and sheet (tinned	.....	„	„

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
			Rs. a.	
	METALS AND MANUFACTURES OF METALS—*contd.*			
15	METALS, unwrought & wrought, and articles made of metals.—*contd.*			
	Iron nails, rose, wire and flat-headed	cwt.	10 0	One per cent.
	„ nails, clasp	„	17 0	„
	„ „ other sorts (including galvanised or tinned) ...	.....	*ad valorem*	„
	„ nuts and bolts ...	.....	„	„
	„ old	cwt.	2 8	„
	„ pig	ton.	60 0	„
	„ pipes and tubes, including fittings therefor, such as bends, boots, elbows, tees, sockets, flanges, and the like	.....	*ad valorem*	„
	„ rails, chairs, sleepers, and fish-plates, other than those discribed in No. 68, also spikes (commonly known as dog spikes), switches, crossings, lever-boxes, clips and tie-bars ...	.....	„	„
	„ rice-bowls	.....	„	„
	„ ridging, galvanised ...	cwt.	12 0	„
	„ rivets and washers, Lowmoor	„	20 0	„
	„ rivets and washers, Lowmoor (if galvanised)	.....	*ad valorem*	„
	„ rivets and washers, other kinds	cwt.	10 0	„
	„ rivets and washers, (if galvanised) ...	.....	*ad valorem*	„
	„ rivets and washers, (if tinned) ...	.....	„	„
	„ wire, including fencing-wire and wire-rope, but excluding wire-netting	.....	„	„

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
			Rs. a.	
	METALS AND MANUFACTURES OF METALS—*contd.*			
15	METALS, unwrought & wrought, and articles made of metals—*contd.*			
	Iron, all other sorts, including wire-netting ...	...	*ad valorem*	Five per cent.
	Lametta	...	,,	,,
	Lead, ore, galena	cwt.	14 0	,,
	,, pig	,,	12 0	,,
	,, pipes	...	*ad valorem*	,,
	,, sheets	cwt.	14 0	,,
	,, ,, for tea chests ...	...	...	Free.
	Orsidue and brass leaves, European	lb.	1 4	Five per cent.
	Orsidue and brass leaves, China	,,	0 14	,,
	Patent or yellow metal, sheathing sheets, and bolts ...	cwt.	45 0	,,
	Patent or yellow metal, sheathing sheets, and bolts, old	,,	27 0	,,
	Quicksilver	lb.	1 12	,,
	Shot, bird	cwt.	17 0	,,
	Silver bullion or coin, except current coin of the Government of India, which is free	...	*ad valorem*	,,
	Steel, angle, channel and spring	...	,,	One per cent.
	,, bar and blooms ...	...	,,	,,
	,, basic, all sorts (other than galvanised or tinned basic steel sheets)	...	,,	,,
	,, basic, sheets (if galvanised)	...	,,	,,
	,, basic, sheets (if tinned)	...	,,	,,
	,, beams, joists, pillars, girders, bridgeworks, and other descriptions of steel imported exclusively for building purposes	...	,,	,,
	,, cast and blistered of any kind not specified in this number ...	...	,,	,,

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
			Rs. a.	
	METALS AND MANUFACTURES OF METALS—*contd.*			
15	METALS, unwrought & wrought, and articles made of metals—*contd.*			
	Steel hoops	ton	155 0	One per cent.
	„ „ (if galvanised) ...	...	*ad valorem*	„
	„ nails	...	„	„
	„ nuts & bolts & nail-rods.	...	„	„
	„ old	ton	130 0	„
	„ pipes and tubes, including fittings therefor, such as bends, boots, elbows, tees, sockets, flanges, and the like...	...	*ad valorem*	„
	„ plates and sheets ...	ton	145 0	„
	„ plates and sheets planished	...	*ad valorem*	„
	„ plates and sheets, other than basic(if galvanised)	ton.	210 0	„
	„ plates and sheets, other than basic (if tinned)..	...	*ad valorem*	„
	„ rails, chairs, sleepers, and fish-plates other than those described in No. 68, also spikes (commonly known as dog-spikes), switches crossings, lever-boxes, clips, and tie-bars ...	...	„	„
	„ rivets and washers ...	ton	210 0	„
	„ „ „ (if galvanised) ...	„	310 0	„
	„ „ „ (if tinned)	...	*ad valorem*	„
	„ T-bars	ton	135 0	„
	„ „ (if galvanised) .	„	200 0	„
	„ „ (if tinned) ...	...	*ad valorem*	„
	„ wire excluding wire-netting	...	„	„
	„ wire-rope	...	„	„
	„ all other sorts, including wire-netting .	...	„	Five per cent.

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
			Rs. a.	
	METALS AND MANUFACTURES OF METALS—*concld.*			
15	METALS, unwrought & wrought, and articles made of metals—*concld.*			
	Tin, block	cwt.	90 0	Five per cent.
	„ foil, China	lb.	0 12	„
	„ other sorts	...	*ad valorem*	„
	Zinc or spelter, nails ...	cwt.	20 0	„
	„ „ plates and other shapes, soft	„	20 0	„
	„ „ plates and other shapes, hard... ...	„	15 0	„
	„ „ sheet or sheathing ...	„	22 0	„
	„ „ all other sorts	...	*ad valorem*	„
	All other sorts of metals ...	...	„	„
	OILS.			
16	OILS—			
	Cajeputi	quart.	1 12	„
	Cassia	lb.	3 4	„
	Cocoanut	cwt.	16 0	„
	Linseed	Imperial gallon.	1 12	„
	Otto of sorts	ounce.	15 0	„
	Petroleum, including also naphtha and the liquids commonly known by the names of rock-oil, Rangoon oil, Burma oil, kerosine, paraffin oil, mineral oil, petroline, gasoline, benzol, benzoline, benzine, and any inflammable liquid which is made from petroleum, coal, schist, shale, peat or any other bituminous substance, or from any products of petroleum ...	Imperial gallon.	...	One anna.

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
			Rs. a.	
	OILS—*concld.*			
16	OILS—*concld.*			
	Petroleum, which has its flashing point at or above two hundred degrees of Fahrenheit's thermometer and is proved to the satisfaction of the Customs Collector to be intended for use exclusively for the batching of jute or other fibre or for lubricating purposes or fuel	...	*ad valorem*	Five per cent.
	Whale (except spermaceti) and fish	cwt.	15 0	"
	Wood	"	25 0	"
	All other sorts of oils, including paraffin wax	...	*ad valorem*	"
	OTHER ARTICLES, UNMANUFACTURED AND MANUFACTURED.			
17	APPAREL, including drapery, haberdashery, and millinery, and military and other uniforms and accoutrements; but excluding cotton-hosiery (for which see No. 37) and boots and shoes (for which see No. 53) and excluding also uniforms, and accoutrements appertaining thereto, imported by a public servant for his personal use, which are free	...	"	"
18	ART, WORKS OF, except statuary and pictures intended to be put up in a public place, which are free	...	"	"
19	BAMBOOS, common, grass, hay, rushes, straw, and leaves ...	...	...	Free.

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
			Rs. a.	
	OTHER ARTICLES, UNMANUFACTURED AND MANUFACTURED—*contd.*			
20	BEADS, of all materials except glass, for which see No. 44, and brass, for which see No. 15—			Five
	Beads, China, Ankdána ...	133⅓ lbs.	27 0	per cent.
	„ „ Dagri ...	„	24 0	„
	„ „ Gadgadia ...	„	22 0	„
	„ „ Kamrakhi ...	„	28 0	„
	„ „ Lalri ...	„	35 0	„
	„ „ Naksi ...	„	32 0	„
	„ „ Pakhaváji ...	„	28 0	„
	„ „ Sulemáni ...	„	30 0	„
	All other sorts	...	*ad valorem*	„
21	BELTING, of cotton, leather, or other material, for driving machinery	...	...	Free.
22	BOOKS, printed, including covers for printed books, maps, charts, and plans, proofs, music, and manuscripts ...	...	...	„
23	BRISTLES AND FIBRE, for brushes and brooms	...	...	„
24	BRUSHES AND BROOMS, all sorts.	...	*ad valorem*	Five per cent.
25	BUILDING AND ENGINEERING MATERIALS, namely, asphalt, bricks and tiles, cement of all kinds, fireclay, earthenware piping, lime, and other kinds not otherwise described	...	„	„
26	CABINET-WARE AND FURNITURE.	...	„	„
27	CANDLES, paraffin	lb.	0 6	„
	„ spermaceti	„	0 7	„
	„ wax	„	1 0	„
	„ all other sorts ...	...	*ad valorem*	„

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
			Rs. a.	
	OTHER ARTICLES, UNMANUFACTURED AND MANUFACTURED—*contd.*			
28	CANES AND RATTANS, ARTICLES MADE OF CANE OR RATTAN, AND BASKET WORK—			
	Canes, Malacca	dozen.	7 0	Five per cent.
	Rattans	cwt.	10 0	„
	All other sorts	...	*ad valorem*	„
29	CARRIAGES AND CARTS, including bicycles, tricycles, jinrikshas, Bath chairs, perambulators, trucks, wheel-barrows, and all other sorts of conveyances, and component parts thereof	...	„	„
30	CHINESE AND JAPANESE-WARE, including lacquered-ware, but excluding earthenware, china, and porcelain (for which see No. 39)	...	„	„
31	CLOCKS, WATCHES, and other timekeepers, and parts thereof	...	„	„
32	COAL, COKE, AND PATENT FUEL.	...	...	Free
33	COIR AND ARTICLES MADE OF COIR, EXCEPT CABLES AND ROPE (for which see No. 35)—			
	Yarn of all kinds	cwt.	6 8	Five per cent.
	All other sorts	...	*ad valorem*	„
34	CORAL, real	...	„	„
35	CORDAGE, ROPE, AND TWINE made of any vegetable fibre—			
	Coir, cables, tarred ...	cwt.	17 0	„
	„ rope	„	10 0	„

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
			Rs. a.	
	OTHER ARTICLES, UNMANUFACTURED AND MANUFACTURED—*contd.*			
35	CORDAGE, ROPE, AND TWINE made of any vegetable fibre—*contd.*			Five
	Cordage, hemp, European .	cwt.	25 0	per cent.
	„ „ Manila ...	„	28 0	„
	All other sorts of cordage, rope, and twine	...	*ad valorem*	„
36	CORK, AND ARTICLES MADE OF CORK—			
	Bottle-corks	gross	1 8	„
	Vial corks	„	0 6	„
	All other sorts	...	*ad valorem*	„
37	COTTON, AND ARTICLES MADE OF COTTON—			
	Cotton, raw	...	...	Free.
	„ twist and yarn ...	...	...	„
	„ sewing thread ...	...	...	„
	„ Piece-goods, hosiery, and all other manufactured cotton goods not otherwise described...	...	*ad valorem*	Three and one-half
38	EARTH, COMMON CLAY, AND SAND	...	...	per cent. Free.
39	EARTHENWARE (except earthenware piping, for which see No. 25), china, china clay, porcelain, and imitation or false coral	...	*ad valorem*	Five per cent.
40	FANS OF ALL KINDS, except common palm-leaf fans, which are free	...	„	„
41	FIREWORKS, all sorts, including fulminating-powder... ...	...	„	„
42	FLAX, AND ARTICLES MADE OF FLAX, including linen-thread.	...	*ad valorem*	„

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation. Rs. a.	Duty.
	OTHER ARTICLES, UNMANUFACTURED AND MANUFACTURED—*contd.*			
43	FURNITURE, TACKLE, AND APPAREL, not otherwise described, for steam, sailing, rowing and other vessels ...	...	*ad valorem*	Five per cent.
44	GLASS, GLASS-WARE, AND FALSE PEARLS—			
	Glass, China, all colours ...	133⅓ lbs.	38 0	,,
	Pearls, false, bájria ...	lákh	3 0	,,
	,, ,, boria ...	thousand	0 10	,,
	,, ,, jauria ...	lákh	6 0	,,
	,, ,, lolakh ...	thousand	0 8	,,
	,, ,, nathia ...	,,	0 3	,,
	,, ,, táchia ...	,,	0 8	,,
	,, ,, wattanah ...	lákh	10 0	,,
	All other sorts of glass and manufactures of glass, including false pearls and glass beads	...	*ad valorem*	,,
45	GUMS, GUM-RESINS, and articles made of gum or gum-resin—			
	Copal	cwt.	70 0	,,
	Cutch and gambier ...	,,	14 0	,,
	Gamboge	lb.	0 15	,,
	Gum Ammoniac	cwt.	15 0	,,
	,, Arabic	,,	22 0	,,
	,, Bdellium	,,	13 0	,,
	,, Benjamin	,,	40 0	,,
	,, Bysabol (coarse myrrh)	,,	22 0	,,
	,, Olibanum or frankincense	...	...	Free.
	,, Persian (false) ...	cwt.	9 0	Five per cent.
	,, Kino	,,	10 0	,,
	Myrrh	,,	28 0	,,
	Rosin	,,	4 4	,,
	All other sorts of gums, gum-resins, and articles made of gum or gum-resin, including caoutchouc and gutta-percha...	...	*ad valorem*	,,

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
			Rs. a.	
	OTHER ARTICLES, UNMANUFACTURED AND MANUFACTURED—*contd.*			
46	HEMP, including Manila hemp, and articles made therefrom (except cordage, rope and twine, for which see No. 35) .	...	*ad valorem*	Five per cent.
47	HIDES AND SKINS (except raw or salted hides and skins, which are free)—			
	Hides, border	each	33 0	„
	„ buffalo	score	70 0	„
	„ cow	„	60 0	„
	Skins, including parchment and vellum, gold-beaters' skins, and all other descriptions of hides or skins	...	*ad valorem*	„
48	HORN	...	...	Free.
	„ articles made of, not otherwise described ...	...	*ad valorem*	Five per cent.
49	INSTRUMENTS, APPARATUS AND APPLIANCES, and parts thereof—			
	Computing, Dental, Distilling, Diving, Drawing, Educational, Electric, Electric lighting, Galvanic, Measuring, Musical, Optical, Philosophical, Phonographic, Photographic (including materials for Photography), Scientific, Surgical, Surveying, Telegraphic, Telephonic, Typewriters, and all other sorts, except Telegraphic instruments and apparatus, and parts thereof, when imported by or under the orders of a railway company, and			

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*
GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
			Rs. a.	
	OTHER ARTICLES, UNMANUFACTURED AND MANUFACTURED—*contd.*			
	any instruments, apparatus and appliances when imported by a passenger as part of his personal baggage and in actual use by him in the exercise of his profession or calling, which are free	...	*ad valorem*	Five per cent.
50	IVORY AND IVORY-WARE—			
	Unmanufactured—			
	Elephants' grinders ...	cwt.	350 0	„
	Elephants' tusks (other than hollows, centres and points) each exceeding 20 lbs. in weight, and hollows, centres and points each weighing 10 lbs. and over	„	750 0	„
	Elephants' tusks (other than hollows, centres and points) not less than 10 lbs. and not exceeding 20 lbs. each, and hollows, centres and points each weighing less than 10 lbs.	„	650 0	„
	Elephants' tusks, each less than 10 lbs. (other than hollows, centres and points)	„	500 0	„
	Sea-cow or moye teeth, each not less than 4 lbs.	„	200 0	„
	Sea-cow or moye teeth, each not less than 3 lbs. and under 4 lbs.... ...	„	185 0	„
	Sea-cow or moye teeth, less than 3 lbs.	„	135 0	„
	All other sorts, manufactured & unmanufactured ...	...	*ad valorem*	„

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
			Rs. a.	
	OTHER ARTICLES, UNMANUFACTURED AND MANUFACTURED—*contd.*			
51	JEWELLERY AND JEWELS, including plate and other manufactures of gold and silver—			
	Silver-ware, plain, other than European	tola.	1 0	Five per cent.
	Silver-ware, embossed or chased, other than European	„	1 4	„
	All other sorts, except precious stones and pearls, unset, which are free ...	...	*ad valorem*	„
52	JUTE, raw...	...	...	Free.
	„ articles made of, except second-hand or used gunny bags which are free ...	...	*ad valorem*	Five per cent.
53	LEATHER, and articles made of leather, including boots and shoes, harness and saddlery, except saddlery of a military pattern imported by an officer of Her Majesty's regular forces and forming part of the equipment with which he is required to supply himself under Army Regulations, which is free	...	„	„
54	MANURES of all kinds, including animal bones	...	...	Free.
55	MATS AND MATTING—			
	Floor-matting, China and Singapore, of all sorts ...	hundred.	60 0	Five per cent.
	All other sorts, except coir-matting (for which see No. 33)	...	*ad valorem*	„
56	OILCAKE, also bran, fodder and cattle-food of all kinds ...	...	...	Free.

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
			Rs. a.	
	OTHER ARTICLES UNMANUFACTURED AND MANUFACTURED—*contd.*			
57	OIL-CLOTH AND FLOOR-CLOTH, including linocusta, linoleum, and tarpaulins	...	*ad valorem*	Five per cent.
58	PAINTS, COLOURS, PAINTERS' MATERIALS, and compositions for application to leather, wood, and metals—			
	Ochre, other than European, all colours	cwt.	1 4	„
	Paints, composition ...	„	55 0	„
	„ patent driers ...	„	11 0	„
	Red lead, dry	„	14 0	„
	Turpentine	Imperial gallon	2 6	„
	Verdigris	cwt.	70 0	„
	Vermilion, Canton... ...	box of 90 bundles.	100 0	„
	White lead, dry	cwt.	16 0	„
	White zinc, dry	„	25 0	„
	All other sorts, including glue and putty	...	*ad valorem*	„
59	PAPER, PASTEBOARD, MILLBOARD, AND CARDBOARD of all kinds, including ruled or printed forms and account and manuscript books, labels, advertising circulars, sheet or card almanacs and calendars, Christmas, Easter, and other cards, including cards in booklet form, including also waste paper and old newspapers for packing	...	„	„
	„ articles made of paper and papier-maché ...	...	„	„
60	PERFUMERY—			
	Gowla, husked and unhusked.	cwt.	40 0	„
	Kapurkachri (zedoary) ...	„	12 0	„

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
			Rs. a.	
	OTHER ARTICLES UNMANUFACTURED AND MANUFACTURED—*contd.*			
60	PERFUMERY—*contd.*			
	Patch leaves (patchouli) ...	cwt.	12 0	Five per cent.
	Rose-flowers, dried	,,	14 0	,,
	Rose-water	Imperial gallon.	2 0	,,
	All other sorts, except perfumed spirit (for which see Schedule III)	...	*ad valorem*	,,
61	PITCH, TAR, AND DAMMER—			
	Bitumen	...	,,	,,
	Dammer	cwt.	5 0	,,
	Pitch, American and European	,,	7 0	,,
	,, coal	,,	3 8	,,
	Tar, American and European.	,,	6 0	,,
	,, coal	,,	3 8	,,
	,, mineral	...	*ad valorem*	,,
62	PLANTS AND BULBS, living, also dried for herbaria	...	...	Free.
63	PRECIOUS STONES AND PEARLS, unset (including the stones generically known as Cambay stones, such as agates, cornelians, and onyx)	...	...	,,
64	PULP of wood, straw, rags, paper, and other materials ...	...	...	,,
65	PRINTING AND LITHOGRAPHING MATERIAL, namely, presses, type, ink, brass rules, composing sticks, chases, imposing tables, and lithographic stones, but not including paper	...	...	,,
66	RAGS	...	...	,,
67	RACKS for the withering of tea leaf	...	...	,,

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
			Rs. a.	
	OTHER ARTICLES UNMANUFACTURED AND MANUFACTURED—*contd.*			
68	RAILWAY MATERIAL for permanent-way and rolling-stock, namely, cylinders, girders and other material for bridges, rails, sleepers, bearing and fish-plates, fish-bolts, chairs, spikes, crossings, sleeper fastenings, switches, interlocking apparatus, brake gear, couplings and springs, signals, turn-tables, weigh-bridges, engines, tenders, carriages, waggons, traversers, trollies, trucks, and component parts thereof; also the following articles when imported by or under the orders of a railway company, namely, cranes, water cranes, water tanks, and standards, wire and other materials for fencing: Provided that for the purpose of this exemption "railway" means a line of railway subject to the provisions of the Indian Railways Act, 1890, and includes a railway constructed in a Native State under the suzerainty of Her Majesty, and also such tramways as the Governor General in Council may, by notification in the Gazette of India, specifically include therein	...	...	Free
69	SEEDS—			
	Castor	cwt.	6 0	Five per cent.
	Cummin	"	17 0	"
	" black	"	16 0	"
	Linseed	"	6 8	"
	Methi	"	5 0	"
	Mustard, rape or sarson ...	"	8 0	"

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
			Rs. a.	
	OTHER ARTICLES, UNMANUFACTURED AND MANUFACTURED—*contd.*			
69	SEEDS—*contd.*			
	Poppy	cwt.	6 8	Five per cent.
	Quince, bihidana	,,	75 0	,,
	Sozira	,,	28 0	,,
	Til or jinjili	,,	7 0	,,
	All other sorts	...	*ad valorem*	,,
70	SHELLS AND COWRIES—			
	Chanks—large shells for cameos	hundred.	7 0	,,
	Chanks—white, live	,,	8 0	,,
	,, ,, dead... ...	,,	4 0	,,
	Cowras	,,	0 10	,,
	Cowries, bazar, common ...	cwt.	2 8	,,
	,, Maldive	,,	5 8	,,
	,, sankla	,,	70 0	,,
	,, yellow, superior quality	,,	5 8	,,
	Mother-of-pearl, nacre ...	...	...	Free
	Nakhla	cwt.	55 0	Five per cent.
	Tortoise-shell	lb.	9 0	,,
	,, nakh ...	,,	3 0	,,
	All other sorts, including articles made of shell, not otherwise described ...	...	*ad valorem*	,,
71	SHIPS AND OTHER VESSELS for inland and harbour navigation, including steamers, steam-launches, boats, and barges, imported entire or in sections.	...	...	Free
72	SILK, AND ARTICLES MADE OF SILK—			
	Floss	lb.	6 8	Five per cent.
	Piece-goods	...	*ad valorem*	,,
	Raw silk—			
	Bokhara	lb.	7 8	,,
	Chaharam, Cochin, China, and Yellow Shanghai ...	,,	4 8	,,

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
			Rs. a.	
	OTHER ARTICLES, UNMANUFACTURED AND MANUFACTURED—*contd.*			
72	SILK, AND ARTICLES MADE OF SILK—*concld.*			
	Mathow	lb.	2 0	Five per cent.
	Other kinds of China ...	„	6 8	„
	Waste and Kachra ...	„	1 4	„
	Panjam	„	1 8	„
	Persian	„	5 0	„
	Siam	„	2 0	„
	Produced from the tasar or other wild worm ...	„	2 8	„
	Sewing thread, China ...	„	8 0	„
	All other sorts including cocoons	...	*ad valorem*	„
73	SOAP	...	„	„
74	SPECIMENS ILLUSTRATIVE OF NATURAL SCIENCE, including also antique coins and medals.	...	...	Free
75	STATIONARY, excluding paper (for which see No. 59) ...	...	*ad valorem*	Five per cent.
76	STONE AND MARBLE, and articles made of stone and marble ...	...	„	„
77	TALLOW AND GREASE, including stearine	cwt.	20 0	„
78	TEA-CHESTS of metal or wood, whether imported entire or in sections, provided that the Customs Collector is satisfied that they are imported for the purpose of the packing of tea for transport in bulk... ...	...	...	Free
79	TEXTILE FABRICS not otherwise described	...	*ad valorem*	Five per cent.
80	TOILET REQUISITES not otherwise described	...	„	„

SCHEDULE IV.—(IMPORT TARIFF)—*concld.*

GENERAL DUTIES—*concld.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	OTHER ARTICLES, UNMANUFACTURED AND MANUFACTURED—*concld.*			
81	TOYS, including toy-books, and requisites for all games ...	...	*ad valorem*	Five per cent.
82	UMBRELLAS, parasols, and sunshades of all kinds	...	,,	,,
83	WALKING STICKS and sticks for umbrellas, parasols, and sunshades, of all kinds, mounted and unmounted, driving, riding, and other whips, fishing rods and lines...	...	,,	,,
84	WOOD AND TIMBER (except firewood, which is free), and articles made of wood not otherwise described	...	,,	,,
85	WOOL, raw	...	...	Free
	,, articles made of, including felt	...	*ad valorem*	Five per cent.
86	ALL OTHER ARTICLES, manufactured or unmanufactured not described in this Schedule ...	...	,,	,,

(Signed) J. F. FINLAY,
Secretary to the Government of India.

APPENDIX NN.

BREACHES OF CONTRACT BY FIRMS IN CAPE COLONY.

CAPE TOWN CHAMBER OF COMMERCE, June 21st 1899.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I am instructed by the Management Committee of this Chamber to write to you for information in reference to the law in India as regards the domicile of British and American or Continental manufacturers and exporters doing business through agents or in their own name in Bombay. The question has recently arisen here through certain American and English firms having entered into contracts for the delivery to importers of certain goods and have failed to carry out their contracts, consequently one importer has brought an action against an American firm for breach of contract and damages. The firm's local representative pleaded that he merely acted as agent, and consequently the Cape Town firm is compelled to bring its action against the firm in New York. This procedure is held by some of our merchants to be very unfair. They point out that if they had failed to complete their part of the contract by failing to take delivery of the goods contracted for, they could have been sued in the local courts and damages obtained against them, whereas they, on their part to obtain damages from the other party of the contract, have to go to New York or London as the case may be. It has been proposed that licences to trade in this Colony should only be granted to those firms whose representatives held a proper power of attorney and who undertake to abide by the judgments of our courts here. Before, however, making any recommendation in the matter, my Committee would be glad to know if similar cases have come within the knowledge of the Bombay Chamber, and further what is the law in India in regard to such cases.

Thanking you in anticipation.—I am, &c.,

H. W. WEBB, Acting Secretary.

BOMBAY CHAMBER OF COMMERCE, 4th August 1899.

The SECRETARY, CAPE TOWN CHAMBER of COMMERCE.

DEAR SIR,—I am directed by the Committee of the Bombay Chamber of Commerce to acknowledge the receipt of your letter of the 21st June last on the subject of the difficulty of obtaining redress in the courts of the Cape Colony in cases of breach of contract made by firms which not being domiciled within the jurisdiction of the said courts are there represented only by an agent or agents.

I am to say in reply that such cases do from time to time occur in Bombay, but the risk of such inconvenience can be and commonly is guarded against by the terms of the contract. My Committee believe that anything of the nature of licenses to trade should in any case be avoided, for the buyer can dictate his own terms and so word his contract as to make his seller a principal.—I am, &c.,

FREDERICK NOEL PATON, Secretary.

CAPE TOWN, 14th September 1899.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—I am directed to acknowledge receipt of your letter of the 4th August, and to tender you my Committee's best thanks for the information contained therein.—I am, &c.,

H. W. WEBB, Acting Secretary.

APPENDIX OO.

CONVEYANCE OF KEROSINE OIL IN VESSELS CARRYING NATIVE PASSENGERS.

RANGOON CHAMBER OF COMMERCE, 16th June 1899.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—I am desired to enclose copy of letter addressed to the Local Government with reference to a proposal to limit the quantity of kerosine oil carried to Madras.

The proposition has come from the Government of India, and, as you will see is based on very insufficient grounds.—Yours faithfully,

ALEX. D. WARREN, Secretary.

RANGOON, 7th June 1899.

The SECRETARY to the GOVERNMENT of BURMA.

SIR,—I have the honour to acknowledge the receipt of your Judicial Department No. 769-5 G. 11, dated 26th ultimo, with its enclosures, having reference to the carrying of kerosine oil in native passenger ships or steamers carrying native passengers to Madras coast.

The subject has had full consideration, and I am instructed to say that the Committe see no reason to endorse the conclusion that it is a dangerous practice to carry large quantities of kerosine oil on board such steamers. The steamers of the British India Steam Navigation Company, Limited, and other passenger steamers have carried kerosine oil to and from Indian ports for many years, and there is no record of any accident having occurred which is traceable to this fact.

To prohibit the carrying of oil by such steamers, or to limit the quantity to 100 cases, as proposed, would, in the opinion of the Committee practically put a stop to shipments, and in their opinion no good reason has been put forward to justify such a restriction being imposed on the trade.

I would also point out that in the letter from the Port Officer, Gopsulpore, upon which the present proceedings have been taken, the flashing point of the oil referred to is said to be 85/° F. while as you are aware petroleum oil is not classified as dangerous unless the flashing point is below 73/° F.—I have, &c.,

ALEX. D. WARREN, Secretary.

BOMBAY CHAMBER OF COMMERCE, 29th June 1899.

The SECRETARY to GOVERNMENT, Marine Department, Bombay.

SIR,—The Rangoon Chamber of Commerce had addressed this Chamber on the subject of a proposal made by Government to limit the quantity of kerosine oil to be carried in native passenger ships or steamers carrying native passengers on the Madras coast.

At the instructions of my Committee, I have the honour to say that in the opinion of the members the latitude at present allowed by the officials administering the Native Passenger Ships Act has not been found to be excessive or dangerous. I am further to say that the Committee would strongly deprecate any interference with a trade which for many years has worked satisfactorily and without mishaps under existing regulations.—I have, &c.,

FREDERICK NOEL PATON, Secretary.

APPENDIX PP.

PROPOSED INDIAN COMMERCIAL MUSEUM.

INDIAN MUSEUM, 1, SUDDER STREET,

CALCUTTA, 15th July 1899.

To the SECRETARY, BOMBAY CHAMBER of COMMERCE, Bombay.

DEAR SIR,—The enclosed letter was written by me with the idea that it might very shortly thereafter be issued to you. The delay in printing has thrown it out of date slightly. I trust that the fact may not in any way lessen your interest in the points raised by me, and that you will be able to lay it before the Chamber of Commerce of Bombay, at an early date.

I would explain that it is presently under consideration of the Government of India whether it might not be desirable for me to pay you a personal visit, at an early date, with a view to discussing with yourself or with any of the merchants of your Presidency, who might like to see me on any points that may seem to call for elaboration.

I have ventured to send, by parcel post, 200 copies of my letter addressed to you and 50 copies of that issued to the Bengal Chamber of Commerce. I trust that you will do me the favour to issue these to every merchant likely to be interested in the scheme for a Commercial Museum. Should you require more copies of these communications, I shall feel obliged by your informing me of that fact, when I shall have much pleasure in supplying you with whatever further quantity you may require.

In the course of a few days I shall do myself the pleasure to post, for your acceptance, 5 copies of the complete series of letters written to all the Chambers of Commerce in India in the hope that these may prove of interest to you or to some of the members of your Chamber of Commerce.—Yours, &c.,

GEORGE WATT.

No. IX—1638.

INDIAN MUSEUM, 1, SUDDER STREET,
CALCUTTA, 4th July 1899.

From GEORGE WATT, Esq., M.B., C.M., C.I.E., &c., Reporter on Economic Products to the Government of India, to the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I believe you are aware that during the past five or six years an effort has been made to organise what may be designated an Indian Commercial Museum in connection with the Indian Museum, Calcutta, and the Imperial Institute, London. Some few years ago I visited Bombay and solicited the co-operation of your Chamber in connection with the initial action and was fortunate enough to meet with a liberal response.

2. Since that date the work of fitting up the gallery, devoted to the above purpose, has been pushed forward until it may be now described as complete. You will see from the appended communications that have taken place between the Bengal Chamber of Commerce and this office that a formal inspection of the gallery was paid by the President and members of that Chamber on the 18th December 1897. I need not repeat the practical demonstration of the scheme that was given them on that occasion, since, if you will do me the favour to peruse my report, dated the 18th May 1898, you will obtain full particulars. You will pardon my desiring your special attention to the expressions of appreciation of the scheme and the manner in which practical effect has been given to it, which the Bengal Chamber of Commerce has been pleased to record—letter No. 194—98, dated the 23rd May 1898.

3. At the time of the above official inspection, the wall fittings only had been completed. The large glass cases that now stand in the central portions of the gallery had not been even designed. The wall fittings were specially constructed to exhibit the index collections of the thousand and one raw products of every description, known to the people of India. Collections of that nature have occupied the attention of the agency placed at my disposal, throughout India, during the past few years. A fairly comprehensive series of the economic products of India has in consequence been brought together, named and arranged in the various industrial sections of the gallery and within the wall fittings described. But were that agency to be

employed still further to procure commercial products and manufactures (even through brokers), it is certain that the articles so purchased would fall far short in value to contributions made by those directly interested.

4. In other words, without authentic samples of the various qualities of raw products known to the merchants and an equally complete series of all the commercial manufactures of the country, the gallery would be incomplete and the scheme of a commercial museum frustrated. The large glass cases to which I have alluded, as having been recently constructed and placed in the centre of the gallery, have been specially designed to exhibit commercial contributions.

My object in addressing you may, therefore, be briefly stated, namely, to ask if you will be so good as to place these papers before the President and members of your Chamber with the view to securing their co-operation in the supply of commercial contributions representative of the trade and commerce of Western India.

5. In connection with Bengal you will observe that I drew up an enumeration of the chief articles handled by the merchants of Calcutta and grouped these according to certain industrial sections. You will also note that these sections correspond to the sixteen bays of the gallery, so that they indicate the classification being pursued. Later on I addressed the Bengal Chamber more fully (letter No. 1462, dated the 6th June 1899), and pointedly asked for the products and manufactures that seemed the most important. I trust the members of the Bombay Chamber will pardon my having assumed that a somewhat similar procedure might prove a convenience in deciding the collections to be contributed by the merchants of Bombay. I would explain that in framing the classified enumeration I have carefully consulted your Daily Trade Return, so as to incorporate everything mentioned therein. I have also added some minor products that are peculiar to your side of India, though hardly of sufficient importance to be spoken of as commercial products. The vernacular and commercial names will, I believe, be found to be those in use in the Presidency of Bombay.

6. Following also the procedure adopted with Bengal I have, in the Introductory Note to my appended Classified Enumeration, pointedly asked, section by section, for the products and manufactures that are most urgently required from Bombay. I shall therefore conclude by

expressing the hope that the mercantile community of Bombay may be prepared to regard the scheme briefly indicated as worthy of their warmest support and liberal contributions.—I have, &c.,

GEORGE WATT.

BOMBAY CHAMBER OF COMMERCE, 27th July 1899.

GEORGE WATT, Esq., M.B., C.M., C.I.E., &c., Reporter on Economic Products to the Government of India, 1, Sudder Street, Calcutta.

SIR,—I am directed by the Committee of the Bombay Chamber of Commerce to acknowledge the receipt of your letter No. 1805 of the 15th instant, and of the printed matter therein referred to. These have been read with interest and distributed to members of the Chamber in the hope that individuals may be able to furnish some of the specimens you require. But the Committee instruct me to express to you the regret with which they recognise the impossibility of their undertaking the collection of such an immense variety of samples as are asked for.—I have, &c.,

FREDERICK NOEL PATON, Secretary.

CHAIRMEN AND SECRETARIES OF THE BOMBAY CHAMBER OF COMMERCE.

Chairmen.

J. Skinner	1826-37
M. T. Brownrigg	1837-38
H. G. Gordon...	1838-39
J. Skinner	1839-40
T. R. Richmond	1840-41
C. B. Skinner...	1841-42
S. D. Murray	1842-43
J. Wright	1843-44
E. Lyon	
T. Cardwell	1844-45
J. Smith	1845-46
W. Graham	1846-47
John Parsons...	1847-48
A. G. Latham...	1848-49
Robert Strong...	1849-50
W. S. Grey	1850-51
John Parsons	1851-52
A. H. Campbell	1852-53
H. B. Gilmour	1853-54
James Graham	1854-55
W. F. Hunter...	1855-56
A. T. Binny	1856-57
H. B. Gilmour... ...	
John Fleming...	1857-58
Robert Ryrie	1858-59
H. D. Cartwright ...	1859-60
Henry Scott	
Andrew Grant ...	1860-61
George Hamilton ...	
George Lord	
James N. Fleming...	1861-62
Michael H. Scott ...	
Robert Hannay ...	1862-63
Alexander Brown ...	
Andrew Grant...	1863-64
A. C. Gumpert	1864-65
Alexander Stewart.... ...	1864-65
A. J. Hunter	1865-66
W. Christain	1866-67
A. J. Hunter	
Alexander Brown ...	
J. Foggo	1867-68
Hamilton Maxwell... ...	1868-69
H. E. Astley	1869-70
D. Graham	
A. D. Grant	1870-71
W. G. Hall	1871-72
J. K. Bythell	1872-73
H. E. Bright	1873-74
E. Lord	
D. Watson	1874-75
J. A. Forbes	1875-76
G. F. Henry	1876-77
Donald Graham ...	
Walter Lang	1877-78
M. Mowat	1878-79
C. Macdonald...	1879-80
J. N. Graham...	1880-81
E. Comber	1881-82
W. M. Macaulay ...	
James Thorburn	1882-83
Sir F. Forbes Adam, Kt., C.I.E., 1883-84, 1884-85, 1886, 1887, 1888, 1889.	
A. F. Beaufort...	1890
L. R. W. Forrest	1890-92
J. L. Symons	1892
R. S. Campbell	1893
W. R. Macdonell	1893, 1894, 1895
A. F. Beaufort	1896
A. Abercrombie	1897
R. H. Macaulay	1898
A. Abercrombie	1899
William Greaves	1900

Secretaries.

R. X. Murphy	1836-38
J. E. Brenan	1838
R. X. Murphy...	1838-41
T. J. A. Scott...	1841-46
John Connon	1846-57
John Mawson	1857-59
J. A. Crowe (Acting) ...	1858-59
H. Brooke	1859-64
James Taylor	1864-73
John Gordon	1873-84
David Watson (Acting)...	1881-82
John Marshall...	1884-98

FREDERICK NOEL PATON, appointed 1898.

ANNUAL GENERAL MEETING.

PROCEEDINGS of the Annual General Meeting of the members of the Bombay Chamber of Commerce held on Wednesday, 14th February 1900, at 4 p. m., to transact the following business :—

(1) To receive the Report of the outgoing Committee.

(2) To confirm the nomination of the members of the new Committee made in accordance with section 12 of Rule VII.

(3) To confirm the following addition to rule III after the word "together," namely :—"But if within 15 minutes from the time appointed for the meeting the quorum is not present the meeting shall be adjourned to such time on the following day or on such other day as the members present may determine. If at such adjourned meeting the quorum is not present those members who are present shall be the quorum, and may transact the business for which the meeting was called."

(4) To amend the rules in respect of the time for opening the ballot-box in connection with all elections held in the Chamber, namely, that the votes shall be scrutinised at 4 p.m. instead of at 6 p.m. as at present fixed.

(5) To confirm the addition of the article "Crushed Bones" to the Tonnage Scale in accordance with ascertained measurements, and to transact any other business that may be brought forward.

Present:

The Hon. Mr. A. ABERCROMBIE, *Chairman, in the chair.*

J. Tintner, Esq.,
O. Marshall, Esq.,
W. Greaves, Esq.,
C. Vernon, Esq.,
D. Inglis, Esq.,
W. G. Mayhew, Esq.,
G. K. Heinrichs, Esq.,
J. M. Dick, Esq.,
N. F. Paton, Esq.,
H. E. E. Proctor, Esq.,
T. Sharples, Esq.,
W. H. Crombie, Esq.,
C. H. Armstrong, Esq.,
E. Yeo, Esq.,
H. O. Campbell, Esq.,
W. Murray, Esq.,
D. A. Purdie, Esq.,
Vizbucandas Atmaram, Esq.,
H. Stauber, Esq.,
A. Zygouras, Esq.,
F. C. Macrae, Esq.,
C. H. J. Rustomjee, Esq.,
B. J. Rustomjee, Esq.,
S. M. Moses, Esq.,
S. Abraham, Esq.,
A. Booker, Esq.,
F. W. Bickel, Esq.,
R. H. Macaulay, Esq.,
H. C. Wright, Esq.,
J. Begbie, Esq.,
R Aitken, Esq.,
R. R. Ross, Esq.,
F. D. Stranack, Esq.,
G. A. Barnett, Esq., C.I.E.,
A. Muirhead, Esq.,
C. F. Myer, Esq., and

C. J. MICHAEL, Esq., Actg. Secretary.

The Acting Secretary read the notice convening the meeting.

THE CHAIRMAN'S ADDRESS.

The Chairman said: It falls to me at this our annual meeting to make a few remarks in introducing the adoption of the report. This report, unfortunately, appears to grow in length each year, and it is obviously impossible to do more in the short time at our disposal this afternoon than refer to some few of the more important questions which your Committee have dealt with in their year of office. The first question which usually engages the attention of your Committee is the subject of Railway Extension, and just now in particular one would have expected to find some projects of interest under consideration as the Secretary of State for India in a speech in the House on the 8th August last in referring to the increase of population and the necessity for a continuance of the past humane policy of protecting life, said he saw no solution but to open up the country by railroads and canals. Now as regards our Presidency I cannot see that either of these intentions are being carried out in any enterprising spirit. As you will have noticed from the report, we have again advocated the construction of this Nagda-Bara-Muttra line, opening up as it would do a new line of country, and backed up as it has been by high official recommendation; yet we are informed that it cannot be considered in the programme for the three years ending 1901-2. As regards irrigation we have the Government assurance that the smaller description of works are being undertaken, and that further projects are under consideration, but irrigation generally seems to be looked upon locally as an unjustifiable expense, and yet what better insurance can you have against future misfortunes than the widest possible system of irrigating a country which is so dependent for its prosperity upon a more or less fitful rainy season. The one topic of conversation during the months of June to August is the fall of rain, and yet how little is done each successive year to add to the power of storing the copious deluges which we usually experience in the earlier weeks. I do think that, in this Presidency, which has twice suffered in the last three years from a cruel drought, the policy which the Secretary of State has declared for us calls for more engineering attention and Government sympathy than it is receiving.

THE NEW CENTRAL BANK.

I now come to the question of the projected new Central Bank which has been engaging so much attention lately. Very possibly your Committee's letter on the subject will not have the entire approval of all members of the Chamber. Important subjects are always open to differences of opinion, and at first sight a powerful Central Bank for all India seems to call for cordial support, but in approaching the subject more closely the difficulties assume large proportions, and the benefits it is likely to secure to the general good not so pronounced. The immensity of the country to be served, the primitiveness and prejudices of the people outside the Presidency towns, preference for their own system of monetary exchange, their hoarding propensities and their seeming distrust of paper money, all point to difficulties in employing any really large excess of Banking capital in the expectation that it will at once find profitable employment.

GOVERNMENT ASSISTANCE.

The Hon. Mr. Dawkins, referring to the communications on the subject that have reached Government, and the suggestions for Government assistance in times of pressure, declines to give any assurances or even to grant loans from the coin reserve against the paper issue or the treasury balances. He describes India as cut off and isolated, and says her reserves must be regarded with the utmost jealousy, but what then is to meet the demands on the Bank if it has to undertake or attempt the prevention of violent fluctuations in the money market, such as we have suffered from in the past and which was one of the primary causes suggested for its constitution? What again is to meet the possible demands for convertibility even in some restricted form out of the vast volume of the Indian Rupee Currency? Such demands as these, unless covered in some large measure by Government guarantee of assistance, would call for a capital beyond the power of profitable absorption in ordinary times, and could not be undertaken by private banking management. The hon. gentleman sees the necessity for "one last resort," but he will not apply it to the present position, apparently more with the object of forcing on the advisability of the new Bank than because there are good grounds for the refusal.

PRESIDENCY BANKS.

The present Presidency Banks, he admits, have excellent reserves, and there is no legitimate ground for withholding from them any longer the perfectly reasonable demand that they should be allowed to borrow in London. The London market may well be left to determine to what extent they may loan funds against the Bank's securities, and I feel sure that many will agree with me that full trust may be placed in the directorate and management of these Presidency Banks not to exceed prudence in the pledging of their securities. The conditions proposed for the transfer of the note issue do not seem to promise any substantial profit to the Bank, and as it seems doubtful whether the Bank could undertake to do away with the present currency circles, and pay its notes even at the Presidency towns without discount, it is not obvious what extra inducement the public will find to take these Bank of India notes in larger quantity than they at present do the Government notes. Another question of difficulty not clearly propounded would be the actual transfer of the present shareholders' property. At current market values, the capital of the new Bank would be more than double without any corresponding advantage in cash, and before the further new shares against cash are subscribed the public must be satisfied that the promises of support are such as to justify the additional capital proposed, and that there is reasonable probability of its being utilised in a profitable manner.

SALE OF TRANSFERS.

In connection with currency matters I would refer to the action of Government in suddenly stopping the sales of Transfers at 1s. 4 5/32d. against gold deposits in London, which caused great temporary injury to trade and banking. No doubt Government were strictly and legally within their rights, but the Bill which is passed for a certain limit of time, and then renewed for a further and much longer period, is surely one, in the working of which the public may place confidence, and its sudden withdrawal from operation not only brings loss on the community, but engenders a general feeling of distrust in Government measures which is greatly to be deprecated.

INDIAN TELEGRAM CHARGES.

Another subject, which in the earlier part of the year engaged our attention, was the charge for telegrams to India, but as we are aware that this matter is still under Government consideration with a view to find a means of meeting the public demand for a reduction in rates, I leave the subject for the attention of the new Committee. We are aware that we have a warm supporter in H. E. the Viceroy, and there has not appeared to your Committee to be any advantage in pressing the matter further at the moment.

PORT TRUST AND SHIPPERS.

You will have noticed that we have had some correspondence with the Port Trust over the delays and inconveniences to shippers from the overcrowding of the quays and wharves at the docks towards the end of the busy season, and I think it will be interesting to you to know that the Trust intend to add upper stories to transit sheds until they have sufficient space for the storage of all goods at all times. It is hoped that two sheds will be so completed next year, that is, before April, 1901. The work has to be taken up gradually as the alterations require the closing of the sheds and berths, and a shed at a time is all that can be taken in hand in order that current work may not be disorganised. Last December the public were given an opportunity of expressing any views they might hold either for or against the projected foreshore railway, and many came forward. We are now still awaiting the Committee's report which I hope will be favourable to its construction, as I think such a railway would be a distinct move forward in the interest of trade and an improvement of the city and its suburbs.

HOME MANUFACTURERS AND THEIR CONTRACTS.

A matter that has come forward rather prominently this year is the question of home manufacturers failing to carry out their contracts for piece-goods and yarns in the matter of delivery and at due date, giving the buyer merely the option of extending time or cancelling. This is no new difficulty, but it became so aggravated as to occasion a remonstrance from the Piece-goods Dealers' Association, and your Committee endeavoured to deal with what is an admittedly difficult position. Our representation to the Home Chambers of Manchester and Glasgow is before you, and backed up as it has been by other Indian Chambers, will, I hope, tend to ameliorate a vexed question.

MISFORTUNES OF BOMBAY.

I cannot conclude my remarks without a reference to the misfortunes our City and the Presidency have suffered from for now three years past. Since the plague first attacked us it has returned with virulence each cold season, and with its presence at other times in our surrounding districts has undoubtedly caused restrictions to our trade and prosperity. Though free travelling to the healthy is now permitted, the public are still subjected to the annoyance of medical examinations, and what puts a check upon the free movement of the subject is deleterious to all kinds of business. We must hope that the day will soon come when all restrictions can be removed, and that intending visitors to Bombay will not have even the thought before them of possible difficulties about their return. But this year the presence of an undoubtedly severe epidemic of plague is dwarfed, as far as business is concerned, by the effects of perhaps the most disastrous and far-reaching famine that Bombay has ever known. The Government, we know, are nobly acting their part in endeavouring to save life and mitigate distress, but it will be long ere the Presidency can completely recover from the devastating effects of the drought of the present season. We must, however, take comfort from the saying that it is the darkest hour that precedes the dawn, and look hopefully for coming years of prosperity.

The Chairman in conclusion said: We have to return our thanks to the legal gentlemen who have come forward to assist us in considering the Government Bills that have been sent to us for report. There is only one other point to refer to, and that is the accounts, but I think they scarcely call for remark at all. It is satisfactory that we are able to carry forward a larger balance than we started the year with, for I fear that this year the amounts recovered will be less than previously, so it is just as well to have a margin left. I propose "That the report of the Committee of the Chamber of Commerce for the year 1899, which has been circulated, be adopted and printed for general information, together with the documents therein referred to."

Mr. W. Greaves in seconding the adoption of the report, said: Before referring to the Committee's Report which is now before the meeting, I beg to thank you for the honour you have done me in electing me Chairman of this Chamber. Needless to say, I appreciate the honour and trust, and that with the assistance of the new Committee, the prestige of your Chamber of Commerce will be upheld.

Coming to the report, I think we may take it that the most important question of the past year has been that of the proposed Central Bank to be formed by the amalgamation of the three Presidency Banks. It has been suggested that the present Banking Institutions are inadequate for the growing needs of the country. One of the reasons responsible for such a statement is no doubt the apparent high rates of discount which are not uncommon in this country. But how are these high rates to be avoided? We cannot blame the Presidential Banks for them, because there are so many different agents which affect the money market, still I do think means are possible to minimise them. It seems to me that one difficulty is that the busy seasons in India, in which the heavy demands for money occur, being of so short duration that they do not justify the Presidency Banks increasing their share capitals sufficient to provide for such demands as, I believe, what is wanted is a means by which the Presidency Banks expand and contract their workable capital. Several suggestions have been made to provide, what I might call, a safety value for the Presidency Banks, amongst them being that the Government Treasury Balances be made available to the Presidency Banks in case of need, but Government have refused their sanction to this. Another suggestion is that Government should withdraw their prohibition to the Presidency Banks borrowing out of India. The Finance Minister has practically admitted that access to London is necessary, but he apparently won't recommend it without the fusion of the Presidency Banks, with an increase in their capitals. The latter condition is, at present, I consider, very much open to question, and I think the proposal is worthy of a trial without an amalgamation of the Presidency Banks, and we ought to press Government to withdraw their objection. Government appear to lay much stress on the necessity of the shareholders' capitals in the Presidency Banks being increased, but they don't show how the increase is to be profitably employed, so I fear that, until they offer inducements for more capital, the public are unlikely to provide it. I have heard it said that with a Central Bank managing the note issue their notes would be payable without discount in at least the three Presidency towns, but I have grave doubts as to the possibility of this. I believe I am right in saying that not even the Bank of England can undertake to cash its notes at other branches than the one at which the note was issued or in London. As regards the protest made by the Committee against the Secretary of State's withdrawing his sanction to issuing telegraphic transfers at 1s. 4 5/32d. in exchange for

gold in London, I have little to add to what the Chairman has already said. In the report of the last Committee appointed to enquire into the Indian currency, I find it stated that the Indian Government has declared (until further notice) a rate at which rupees can be purchased for gold coin or bullion, such rate serving to determine the maximum limit in which the sterling exchange can rise under present arrangements. In a speech made in the Legislative Council in January 1898 at the introduction of the Indian Paper Currency Bill, which provides for the issue of currency notes in exchange for gold in England, it was said that this Bill would enable the Finance Minister to supply the Exchange Banks with an unlimited quantity of rupees with which to finance the country at a known cost. At the introduction of the Bill to amend the Indian Gold Coinage Act of 1870, by which sovereigns were made legal tender in India, the Finance Minister said "we must show that we are confident in our policy, or else how can we expect confidence in others," and he also added that if there should be any temporary check in its success we have been assured by the Secretary of State that it will be supported by all the means in the power of Government. The Government having declared their policy so confidently, I certainly think the public were justified in expecting the Secretary of State to continue the issue of telegraphic transfers against gold at 15 rupees to the sovereign, plus sufficient to cover all costs and charges incidental to the transmission of the gold to India, and the withdrawal of its undertaking without ample notice, gives them good reasons for protesting as the Committee did. There is a question before this Chamber at present on which I would like to say a few words, that is, with regard to the practice in Bombay of paying deposits against general average to the steamship agent. It is well known that these deposits are always much in excess of the actual amount required, and that the adjustments take one to three years to complete. Many of the steamers are only occasional visitors to this port, and the owners are unknown to us here. We recently had a case where the agents of the steamer remitted the general average deposits to London, and when the average statement was complete the contributors were referred to London for the refunds. I do think it unreasonable for consignees to be expected to pay the contribution asked to the steamships' agent; if the agent could name the exact amount required, it would be different, but he cannot, so I recommend that in future, consignees will pay their general average deposits to trustees, or have them secured in such a way that the steamship

owner has not got the entire control of the money. As to the proposed reduction in the cost of cable messages the following figures, which appeared in the *Economist* of the 25th January, I think, show that our demand for a reduced rate is not unreasonable. Out of a revenue for the half-year ending 30th September last of £474,950, the Eastern Telegraph provided for reserves interest to interim dividends of 1½ per cent. each on the ordinary stock, and placed £100,000 to general reserve fund, and carried forward £30,124.

The report was then passed.

Mr. Moses proposed: "That the thanks of the Chamber be tendered to the Chairman, Deputy Chairman, and the out-going Committee for their able conduct of the affairs of the Chamber during the past year." He proposed the resolution with great pleasure, because he felt confident that it would be carried unanimously. The report that was before them disclosed a vast amount of valuable labour that had been spent upon it. The members of the Committee were all men of business who had been attending their meeting for the past twelve months, during which they had to consider very many heavy commercial problems of great interest. Naturally the greater portion of that business devolved upon the shoulders of the Chairman, and he must most cordially congratulate Mr. Abercrombie on having done his duty so well that he had twice been elected Chairman.

The resolution, on being seconded, was carried.

Mr. Begbie proposed: "That the following gentlemen be elected members of the Committee of the Bombay Chamber of Commerce for the year 1900:—Messrs. C. R. Armstrong, E. Scarpa, J. Tintner, H. C. Wright, J. Stiven, W. Harvey, and A. Zygouras."

Mr. E. Yeo seconded the resolution, which was carried.

The Hon. Mr. A. Abercrombie proposed: That the following addition be made to Rule III. after the word "together," namely:—"But if within 15 minutes from the time appointed for the meeting the quorum is not present the meeting shall be adjourned to such time on the following day or on such other day as the members present may determine. If at such adjourned meeting the quorum is not present those members who are present shall be the quorum and may transact the business for which the meeting was called." He explained that the existing rule required an attendance of twenty-one members, and that as a consequence it had on certain

occasions not been possible to get a quorum together. He considered the proposal that he had made on behalf of the Committee was a reasonable one.

Mr. W. Greaves, having seconded the resolution, it was agreed to.

The Chairman next proposed: "That the time for opening the ballot-box in connection with all elections held in the Chamber be altered from 6 p.m. to 4 p.m."

The resolution was agreed to.

The Hon. Mr. A Abercrombie proposed: "That the following additions to the Tonnage Scale, in accordance with ascertained measurements, be confirmed:—Crushed bones (as per standard A preserved by the Chamber) 11 cwts. to the steamer ton; crushed bones (as per standard B preserved by the Chamber) 14 cwts. to the steamer ton; crushed bones (as per standard C preserved by the Chamber) 17 cwts. to the steamer ton.

Mr. J. M. Dick seconded, and the resolution was passed.

Messrs. Ferguson and Irvine were elected auditors for the year 1900.

The meeting terminated with a vote of thanks to the Chairman.

STATEMENT showing the Annual Value of the Import Trade of India, and the Total Miles of Railway opened in the Official Years 1856-57 *to* 1898-99.

YEAR.	Total Miles of Railway opened.	Merchandise.	Treasure.	Merchandise and Treasure
		£	£	£
1856-57	288¼	14,195,000	14,413,697	28,608,697
1857-58	428½	15,275,000	15,815,436	31,090,436
1858-59	626¼	21,730,000	12,817,071	34,547,071
1859-60	839½	24,265,000	16,356,963	40,621,963
1860-61	1587¾	23,495,000	10,677,077	34,172,077
1861-62	2335¾	22,320,000	14,951,985	37,271,985
1862-63	2550	22,630,000	20,508,967	43,138,967
1863-64	2966¾	27,145,000	22,962,581	50,107,581
1864-65	3372¾	28,150,000	21,363,325	49,513,325
1865-66	3568¾	29,600,000	29,577,301	59,157,301
1866-67	3936½	29,040,000	13,236,905	42,276,905
1867-68	4016¼	35,705,000	11,775,374	47,480,374
1868-69	4294¾	35,990,000	15,155,954	51,145,954
1869-70	4775	32,925,000	13,954,807	46,879,807
1870-71	5077¼	34,470,000	5,444,823	39,914,823
1871-72	5370¼	32,090,000	11,573,813	43,663,813
1872-73	5695	31,875,000	4,556,585	36,431,585
1873-74	6227¾	33,835,000	5,792,534	39,627,534
1874-75	6519	36,220,000	8,141,047	44,361,047
1875-76	6833	38,515,000	5,300,722	43,815,722
1876-77	7322¼	37,440,000	11,436,120	48,876,120
1877-78	8212	41,464,000	17,355,459	58,819,459
1878-79	8492¾	37,801,000	7,056,748	44,857,748
1879-80	9308	41,172,000	11,654,894	52,826,894
1880-81	9892	53,086,800	8,997,200	62,084,000
1881-82	10145½	49,113,000	11,322,800	60,435,800
1882-83	10780¼	52,098,700	13,453,400	65,552,100
1883-84		55,299,000	12,877,900	68,176,900
1884-85	12000½	55,701,600	13,888,200	69,589,800
1885-86	12375¼	55,652,000	15,467,000	71,119,000
1886-87	13386	61,812,000	11,048,300	72,860,300
1887-88	14377	65,004,500	13,812,500	78,817,000
1888-89	15242¼	69,437,700	13,845,000	83,282,700
1889-90	16092¼	69,199,400	17,454,500	86,653,900
1890-91	16996	71,975,800	21,934,500	93,910,300
1891-92	17564	69,427,600	14,722,600	84,150,200
1892-93	18042	66,278,600	17,009,800	83,288,400
1893-94	18500	77,026,100	18,461,200	95,487,300
1894-95	18855¼	73,516,500	9,581,200	83,097,700
1895-96	19677¾	72,936,100	13,368,000	86,304,100
1896-97	20390¼	76,215,800	13,084,500	89,300,300
1897-98	21156¾	73,634,300	20,530,600	94,164,900
1898-99	22491	72,110,700	17,895,600	90,006,300

STATEMENT showing the Annual Value of the Export Trade of India, and the Total Miles of Railway opened in the Official Years 1856-57 *to* 1898-99.

YEAR.	Total Miles of Railway opened.	Merchandise.	Treasure.	Merchandise and Treasure.
		£	£	£
1856-57	288¼	25,340,000	1,253,426	26,593,426
1857-58	428¾	27,460,000	822,438	28,282,438
1858-59	626¾	29,860,000	669,427	30,529,427
1859-60	839¼	27,960,000	929,007	28,889,007
1860-61	1587¾	32,970,000	1,119,549	34,089,549
1861-62	2335¼	36,320,000	683,355	37,003,355
1862-63	2550	*47,860,000	1,111,140	48,971,140
1863-64	2966¾	*65,625,000	1,270,435	66,895,435
1864-65	3372¾	*68,025,000	1,444,775	69,469,775
1865-66	3568¾	*65,490,000	2,165,352	67,655,352
1866-67	3936¼	41,860,000	2,431,503	44,291,503
1867-68	4016¼	50,875,000	1,571,946	52,446,946
1868-69	4294¾	53,060,000	1,395,580	54,455,580
1869-70	4775	52,470,000	1,042,353	53,512,353
1870-71	5077¼	55,335,000	2,220,765	57,555,765
1871-72	5370¼	63,190,000	1,495,642	64,685,642
1872-73	5695	55,230,000	1,308,579	56,538,579
1873-74	6227¾	54,980,000	1,958,512	56,938,519
1874-75	6519	56,360,000	1,625,309	57,985,309
1875-76	6833	56,210,000	2,200,236	58,410,236
1876-77	7322¼	61,013,000	4,029,898	65,042,898
1877-78	8212	65,222,000	2,210,995	67,432,995
1878-79	8492¾	60,937,000	3,982,228	64,919,228
1879-80	9308	67,210,000	2,035,147	69,245,147
1880-81	9892	74,541,000	1,440,400	75,981,400
1881-82	10145½	81,966,000	1,099,700	83,065,700
1882-83	10780¼	83,485,000	1,041,800	84,526,800
1883-84		88,076,400	1,008,500	89,084,900
1884-85	12000½	83,170,100	1,968,900	85,139,300
1885-86	12375¼	83,861,200	1,108,200	84,969,400
1886-87	13386	88,481,000	1,720,400	90,201,400
1887-88	14377	90,543,600	1,604,600	92,148,200
1888-89	15242¼	97,060,200	1,784,400	98,844,600
1889-90	16092½	103,448,700	1,906,300	105,355,000
1890-91	16996	100,215,000	2,123,200	102,338,200
1891-92	17564	108,178,000	3,286,700	111,464,700
1892-93	18042	106,574,700	6,958,900	113,533,600
1893-94	18500	106,514,800	4,100,200	110,615,000
1894-95	18855¼	108,929,100	8,226,100	117,155,200
1895-96	19677¾	114,345,900	4,259,800	118,605,700
1896-97	20390¼	103,983,600	4,937,500	108,921,100
1897-98	21156¾	97,635,200	7,148,600	104,783,800
1898-99	22491	112,801,200	7,411,400	120,212,600

* Exports abnormally high owing to the American Civil War.

FOREIGN TRADE OF BRITISH INDIA.

Summary of Imports and Exports in the Official Years 1893-94 *to* 1898-99.

	1893-94.	1894-95.	1895-96.	1896-97.	1897-98	1898-99.
IMPORTS—						
Merchandise, Private.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Bengal	29,20,00,829	26,64,47,251	27,20,56,815	30,29,00,607	28,04,00,954	27,96,74,583
Bombay	29,30,68,303	28,81,48,485	27,90,70,360	26,90,30,495	24,60,13,275	25,65,19,017
Sindh	4,22,16,840	4,50,90,416	3,80,96,014	4,39,02,765	4,63,38,090	3,97,76,931
Madras	6,04,64,336	6,71,70,451	5,69,38,590	5,82,37,016	6,39,15,864	5,26,74,824
British Burmah	5,18,65,888	3,46,93,513	4,71,45,063	4,54,73,509	5,72,71,575	5,60,87,127
Total...	73,96,16,196	70,15,50,116	69,33,06,842	71,95,44,392	69,39,39,758	68,47,32,482
Ditto Government Stores	3,06,44,748	3,36,14,926	3,60,54,502	4,26,13,960	4,24,03,401	3,63,74,679
Total Merchandise...	77,02,60,944	73,51,65,042	72,93,61,344	76,21,58,352	73,63,43,159	72,11,07,161
Treasure, Private.						
Bengal	1,83,63,817	1,08,29,075	1,35,90,673	1,77,75,882	3,26,10,705	3,62,20,891
Bombay	15,70,85,980	7,97,64,503	11,52,37,999	10,47,26,368	16,34,75,590	13,75,45,908
Sindh	59,76,399	32,49,512	17,64,100	31,65,925	37,82,604	24,81,499
Madras	18,94,166	12,08,725	18,17,435	38,33,292	35,01,572	18,11,753
British Burmah	9,32,202	5,38,269	11,79,647	12,52,061	13,92,394	7,79,516
Total...	18,42,52,564	9,55,90,084	13,35,89,854	13,07,53,528	20,47,62,865	17,88,39,567
Ditto Government	3,60,000	2,22,000	90,000	92,107	5,43,305	1,16,560
Total Treasure...	18,46,12,564	9,58,12,084	13,36,79,854	13,08,45,635	20,53,06,170	17,89,56,127
Grand Total of Imports...	95,48,73,508	83,09,77,126	86,30,41,198	89,30,03,987	94,16,49,329	90,00,63,288
EXPORTS—						
Merchandise, Private. (Foreign Goods.)						
Bengal	16,42,474	16,94,979	15,23,931	18,10,970	17,78,609	19,80,944
Bombay	3,48,06,604	4,13,81,511	3,77,45,286	3,12,61,727	2,76,96,058	2,53,35,785

Sindh	67,30,814	68,47,431	72,35,476	66,89,164	72,91,981	52,79,078
Madras	8,65,034	4,17,072	4,27,071	3,35,670	5,80,924	6,83,953
British Burmah	3,04,054	2,34,375	2,78,533	2,38,841	2,77,513	4,22,205
Total...	4,43,48,980	5,05,75,368	4,72,10,297	4,03,36,372	3,76,25,085	3,37,11,965
(Indian Produce and Manufactures.)						
Bengal	41,80,63,748	45,84,24,462	46,42,27,935	45,37,86,091	44,95,02,147	45,75,47,526
Bombay	35,25,89,496	30,23,79,023	34,17,58,339	30,03,64,020	24,68,85,081	32,40,45,795
Sindh	6,15,78,078	5,45,55,775	5,64,47,557	3,31,36,082	3,87,00,454	8,40,26,837
Madras	11,58,29,671	12,44,27,219	12,76,96,456	11,79,82,198	11,35,44,416	11,11,03,251
British Burmah	7,21,80,774	9,79,41,462	10,54,02,773	9,35,33,433	8,91,39,539	11,67,93,919
Total...	1,02,02,41,767	1,03,77,27,941	1,09,55,33,060	99,88,01,824	93,77,71,637	1,09,35,17,328
Total *Fgn. & Indian* Merchandise exported.						
Bengal	41,97,06,222	46,01,19,441	46,57,51,866	45,55,97,061	45,12,80,756	45,95,28,470
Bombay	38,73,96,100	34,37,60,534	37,95,03,625	33,16,25,747	27,45,81,139	34,93,81,580
Sindh	6,83,08,892	6,14,03,206	6,36,83,033	3,98,25,246	4,59,92,435	8,93,05,915
Madras	11,66,94,705	12,48,44,291	12,81,23,527	11,83,17,868	11,41,25,340	11,17,87,204
British Burmah	7,24,84,828	9,81,75,837	10,56,81,306	9,37,72,274	8,94,17,052	11,72,26,124
Total...	1,06,45,90,747	1,08,83,03,309	1,14,27,43,357	1,03,91,38,196	97,53,96,722	1,12,72,29,293
Ditto Government Stores	5,57,793	9,87,792	7,15,984	6,97,988	9,55,080	7,82,518
Total Merchandise...	1,06,51,48,540	1,08,92,91,101	1,14,34,59,341	1,03,98,36,184	97,63,51,802	1,12,80,11,811
Treasure, Private.						
Bengal	29,27,088	84,80,649	20,28,130	32,78,127	1,18,30,971	76,04,505
Bombay	3,52,68,431	7,13,68,611	3,54,94,841	4,45,47,680	5,80,41,367	6,36,83,567
Sindh	2,87,112	3,95,057	5,69,300	6,45 235	2,54,673	2,64,985
Madras	10,58,740	13,09,350	42,29,734	4,73,800	5,61,931	25,02,200
British Burmah	7,06,000	26,500	1,000	3,14,063	6,52,748	26,550
Total...	4,02,47,371	8,15,80,167	4,23,23,005	4,92,58,905	7,13,41,690	7,40,81,807
Ditto Government	7,54,550	6,80,550	2,75,100	1,16,050	1,44,780	32,400
Total Treasure...	4,10,01,921	8,22,60,717	4,25,98,105	4,93,74,955	7,14,86,470	7,41,14,207
Grand Total of Exports...	1,10,61,50,461	1,17,15,51,818	1,18,60,57,446	1,08,92,11,139	1,04,78,38,272	1,20,21,26,018

FOREIGN TRADE OF THE PORT OF BOMBAY.—IMPORTS.

Quantities and Value of the Principal Articles imported in the Official Years 1896-97 *to* 1898-99.

Articles.		Quantities.			Value.		
		1896-97.	1897-98.	1898-99.	1896-97.	1897-98.	1898-99.
					Rs.	Rs.	Rs.
Animals—Living	No.	4,006	2,435	3,305	21,25,806	8,33,138	14,50,501
Apparel, &c. (Excluding Boots and Shoes)	value.	....	.....	.....	59,81,270	37,08,513	44,44,690
Arms, Ammunition, &c. (Excluding Dynamite)	,,	.....	.....	.....	4,94,185	4,02,202	3,62,498
Articles imported by Post	,,	.....	.....	.....	27,50,848	27,49,065	33,12,928
Building and Engineering Materials ...	,,	.....	.....	.....	4,94,853	5,75,382	5,76,190
Cabinetware and Furniture	,,	.....	.....	.....	4,78,157	2,61,544	2,74,500
Candles	lbs.	925,864	829,483	786,463	2,71,112	2,16,736	2,03,380
Clocks and Watches	No.	104,815	102,830	131,525	8,48,966	6,46,695	7,89,746
Coal, Coke, and Patent Fuel	tons.	363,442	174,565	251,210	72,11,386	34,92,398	47,65,101
Cotton—Raw	cwts.	52,311	42,489	34,536	11,76,205	9,65,564	8,03,563
Cotton—Twist and Yarn	lbs.	9,677,674	11,945,040	9,787,323	64,18,694	69,81,372	52,05,957
Do. Piece Goods	yards.	519,532,789	495,788,851	548,748,911	7,06,68,902	6,00,65,657	6,61,33,505
Do. Shawls & Handkerchiefs ...	No.	8,490,033	5,967,555	8,297,700			
Do. Hosiery, Thread, Net, Canvas, &c.	Value.	.....	.....	.....	19,53,928	13,87,630	18,70,806
Chemical Products and Preparations ...	value.	.....	.....	.....	15,16,7.1	17,81,982	13,95,030
Dynamite and other Explosives	cwts	308	1,980	1,118	28,501	1,35,538	52,430
Drugs, Medicines & Narcotics (Excluding Tobacco)	valuo.	.....	....	.. ...	20,94,648	22,77,939	21,92,803
Dyeing and Colouring Materials—Aniline and Alizarine Dyes	lbs.	6,152,158	6,403,467	7,402,936	51,74,280	50,69,817	52,29,733
,, ,, Other Sorts	cwts.	8,491	11,111	13,476	7,70,608	9,35,974	9,39,410
Earthenware and Porcelain	value.	.....	.....	.. .	8,48,603	6,87,240	5,90,997
Fireworks	,,	....	....	....	4,23,502	3,71,294	3,78,021
Glass and Glassware	,,	....	.....	.....	35,80,631	23,16,544	31,27,083
Gums & Resins (Excluding Cutch & Gambier)	cwts.	57,275	60,413	59,689	7,19,876	7,05,962	7,02,487
Hardware and Cutlery	value.	.....	.....	.....	63,23,146	46,91,937	48,87,667
Hides and Skins	cwt.	16,423	16,503	17,904	8,07,416	8,60,833	9,68,617
Instruments and Apparatus	value.	.....	.....	.....	14,93,517	12,98,681	14,34,034
Ivory, Unmanufactured	lbs.	327,245	334,158	323,340	21,16,5.6	21,41,618	20,83,507
Do. Manufactured	value.	.....	.....	.....	1,76,803	2,93,809	2,79,511
Jewellery, Precious Stones, Pearls, &c. ..	,,	.. ...	.....	. ..	58,83,852	50,66,287	45,12,963
Leather, Unwrought, Saddlery, &c. ...	,,	....	.....	.....	12,91,594	11,21,223	12,00,953
Do. (Boots & Shoes)	pairs.	136,834	119,363	140,695	5,29,781	4,17,587	4,59,988
Liquors—Ale, Beer, and Porter	gallons.	862,201	882,795	1,053,378	11,70,027	11,97,465	12,56,842
Do. Spirits	,,	353,811	350,903	393,814	26,40,290	26,32,847	28,79,391
Do. Wines and Liqueurs	,,	127,588	98,746	1,11,537	11,15,570	8,49,911	9,49,723

Liquors—Other sorts	638	669	1,164	1,738	2,016	3,539
Machinery and Millwork ... ... value.	.....	.....	.....	1,22,94,004	1,01,41,118	1,60,76,521
Matches, Lucifer and other	.....	.....	.....	9,81,762	15,74,214	11,91,111
Metals—Brass ... ... cwts.	4,010	4,689	2,723	2,49,539	2,82,050	1,75,575
Do. Copper	51,786	72,892	59,182	25,56,831	35,74,219	29,52,137
Do. Mixed or Yellow Metal	53,927	82,244	95,525	21,37,344	32,29,575	37,82,243
Do. Iron	9,72,221	973,805	904,578	69,48,290	71,24,409	60,31,815
Do. Lead	17,128	13,963	14,805	2,08,488	1,80,698	1,93,272
Do. Quicksilver ... ... lbs.	113,505	114,398	105,120	1,77,655	1,79,009	1,69,066
Do. Steel ... ... cwts.	561,336	748,255	647,327	34,33,567	44,81,131	39,20,454
Do. Tin	9,788	9,215	7,240	5,56,933	5,16,635	4,33,499
Do. Zinc or Spelter	17,404	20,574	28,693	2,62,189	3,15,695	4,48,979
Do. Other sorts	5,522	7,552	9,391	5,92,663	7,58,228	8,53,856
Oil—Kerosine ... ... gallons.	19,393,048	30,004,770	26,037,773			
Do. other sorts	1,509,575	2,006,389	1,370,865	1,13,03,575	1,49,05,423	1,18,02,365
Do. Paraffin wax ... ... cwts.	462	320	178			
Paints and Colours (excluding Painters' Materials) ... ... cwts.	89,581	71,971	89,342	11,33,972	11,03,679	10,37,046
Paper and Pasteboard ... ... value.	.....	.....	.....	23,17,081	18,58,865	21,54,666
Perfumery, other than Musk	.....	.....	.....	1,63,306	1 79,180	1,58,322
Provisions	.....	.....	.....	59,19,483	64,71,548	56,74,957
Railway Plant and Rolling Stock	.....	.....	.....	1,20,30,947	1,06,20,903	1,62,40,184
Silk—Raw ... ... lbs.	1,969,970	1,657,501	1,835,116	70,56,415	50,48,271	61,08,089
Do. Piece Goods (including silk mixed with other materials) ... ... yards	10,768,715	8,660,776	9,030,095	84,00,839	67,94,742	71,52,821
Spices ... ... lbs.	9,853,681	12,090,835	15,198,144	14,52,142	17,38,277	25,00,174
Sugar, refined ... ... cwts.	1,516,699	2,155,316	1,972,423	1,76,62,019	2,43,14,551	2,03,70,636
Tea ... ... lbs.	7,346,102	2,923,585	3,003,777	49,96,726	19,06,328	16,06,887
Tobacco, Cigars, &c.	444,493	381,197	382,895	5,94,186	4,99,306	5,16,858
Umbrellas ... ... No.	1,553,002	1,194,833	1,054,348	14,61,068	11,01,384	9,97,085
Wool—Raw ... ... lbs.	2,947,158	2,932,026	2,210,532	8,91,218	8,42,781	6,55,739
Woollen Piece Goods ... ... yards.	7,185,797	3,652,202	5,172,420	60,41,610	29,94,629	42,14,910
All other Articles ... ... value.	.....	.....	.....	1,71,55,069	1,61,72,350	1,32,46,147
Total Value...	.....	.....	.....	26,85,50,833	24,60,51,631	25,64,03,516
Treasure—Gold ... ... Ozs. ...	536,002	865,455	1,035,056	3,64,67,348	5,57,52,304	6,35,88,936
Do. Silver	30,046,337	56,320,506	40,672,263	6,82,59,020	10,77,23,286	7,39,56,972
Total Treasure...	30,582,339	57,185,961	41,707,319	10,47,26,368	16,34,75,590	13,75,45,908
Grand Total Rs ...	.....	.....	.....	37,32,77,201	40,95,27,221	39,39,49,424

FOREIGN TRADE OF THE PORT OF BOMBAY.—EXPORTS.

Quantities and Value of the Principal Articles exported in the Official Years 1896-97 *to* 1898-99.

ARTICLES.	Quantities.			Value.		
	1896-97.	1897-98.	1898-99.	1896-97.	1897-98.	1898-99.
INDIAN PRODUCE AND MANUFACTURES.				Rs.	Rs.	Rs.
Coffee ... ... cwts.	6,881	4,696	2,566	4,24,139	2,47,944	1,00,571
Coir, unmanufactured & manufactured (Excluding Ropes) ... ... „	41,893	39,038	23,167	3,36,462	3,12,908	1,86,138
Cotton—Raw ... ... „	3,843,158	2,682,629	3,975,512	9,53,05,637	6,32,11,956	8,14,48,180
Do. Twist and Yarn ... ... lbs.	176,621,227	170,067,913	197,904,066	6,48,92,016	5,94,77,832	5,90,69,679
Do. Piece Goods ... ... yards.	54,554,817	44,735,155	43,271,237	74,14,456	58,74,151	56,17,502
Do. Shawls and Handkerchiefs... No.	7,48,883	410,227	190,783			
Do. Hosiery, Thread, Net, Canvas, &c. value	.....	.....	.....	2,57,008	3,10,970	4,70,050
Dyeing and Colouring Materials (including Cutch, Gambier & Lac)—						
Indigo ... ... cwts.	8,647	9,631	5,681	17,47,148	18,47,967	11,47,224
Myrabollams ... ... „	765,697	616,553	736,054	32,75,092	23,08,849	27,47,139
Other Sorts ... ... „	16,003	14,783	25,330	1,21,897	1,41,152	2,89,483
Grain and Pulse—						
Rice not in the Husk ... ... „	810,729	682,788	1,162,594	47,67,884	40,89,358	61,17,609
Wheat ... ... „	1,159,698	377,594	6,484,444	51,27,606	21,24,093	3,39,95,866
Wheat Flour ... ... lbs.	64,162,507	45,868,877	64,723,312	40,87,658	34,11,559	41,98,084
Other Sorts ... ... cwts.	793,179	578,875	1,913,591	29,89,305	25,26,907	68,33,017
Hides and Skins—						
Hides ... ... No.	286,926	259,512	150,183	13,43,856	12,12,214	7,10,757
Skins ... ... „	4,132,554	4,278,406	4,240,293	58,82,483	59,90,536	62,01,966
Oils ... ...gallons.	225,526	152,317	320,259	4,73,621	4,18,483	8,16,625
Opium ... ...chests.	22,731	18,223½	25,959	3,05,41,993	2,20,36,067	2,80,78,608
Provisions ... ... value.	.....	.....	.....	16,71,352	17,43,202	22,52,914
Seeds—						
Linseed ... ... cwts.	2,467,911	1,412,456	2,803,289	1,70,26,457	88,50,048	1,71,92,063
Rape ... ... „	1,350,422	2,156,012	2,353,884	95,14,774	1,56,95,165	1,41,30,805
Gingelly ... ... „	6,67,869	1,418,033	2,253,698	56,10,374	1,09,85,226	1,63,53,575
Poppy ... ... „	560,716	473,047	512,167	44,77,895	34,90,672	32,84,686
Castor ... ... „	825,793	856,845	942,224	53,24,080	61,59,632	56,81,567
Groundnuts ... ... „	2,38,795	19,966	76,727	17,86,067	1,48,203	5,02,795
Other Sorts ... ... „	145,819	296,830	266,443	9,03,030	13,83,508	15,03,184

Spices ... ... lbs.	7,554,568	5,697,253	6,620,968	14,38,674	11,37,400	14,66,439
Sugar—Refined ... ... cwts.	9,390	10,493	13,853	1,55,830	1,67,820	2,14,594
Do. unrefined (Molasses, Goor, &c.)... ,,	22,859	12,649	14,139	1,82,381	1,13,088	1,22,784
Tea ... ... lbs.	2,413,247	1,983,315	3,701,455	15,82,970	11,91,545	19,25,244
Tobacco, Cigars, &c. ... ... ,,	6,383,325	3,581,689	7,252,847	8,11,710	4,65,369	9,13,161
Wool—Raw ... ... ,,	14,240,439	15,334,488	13,172,650	67,43,726	73,32,725	67,26,033
Woollen Shawls ... ... No.	2,078	1,403	2,202	1,41,077	1,32,863	1,72,986
All other Articles ... ... value.	.....	.....	.....	1,40,02,457	1,23,43,517	1,35,72,758
Total Value Rs.	.....	.....	.....	30,03,61,115	24,68,82,929	32,40,44,086
FOREIGN MERCHANDISE.						
Cotton—Twist and Yarn ... ... lbs.	1,205,464	1,652,936	1,342,980	7,79,650	9,52,884	7,30,665
Do. Piece Goods ... ... yards.	65,735,197	63,532,221	64,373,083	1,27,94,264	1,20,81,547	1,16,55,249
Do. Shawls and Handkerchiefs ... No.	1,146,286	993,424	857,581			
Do. Hosiery, Thread, Net, Canvas, &c. value	.....	.....	.....	3,04,733	2,47,660	1,91,636
Gums and Resins (excluding Cutch and Gambier) ... ... cwts.	33,733	35,322	29,886	5,40,495	5,84,358	4,81,366
Ivory, unmanufactured ... ... lbs.	159,615	131,467	127,907	9,42,609	6,67,468	6,16,703
Provisions ... ... value	.....	.....	.....	8,56,241	10,39,488	11,04,643
Silk—Raw... ... ... lbs.	84,351	63,554	68,186	2,39,155	1,85,151	1,72,587
Do. Piece Goods (including silk mixed with other materials) ... ... yards.	1,144,104	716,027	577,855	7,66,873	5,65,525	4,56,439
Sugar—Refined ... ... cwts.	171,228	83,208	158,418	20,82,580	9,52,392	17,41,930
Tea ... ... lbs.	4,569,604	2,631,691	2,324,142	37,09,898	21,43,021	14,58,610
Wool—Raw ... ... ,,	1,139,078	830,284	932,456	4,48,465	3,30,033	2,66,659
Do. Piece Goods... ... ... yards.	351,320	199,048	198,625	3,62,717	2,26,663	2,08,107
All other Articles ... ... value.	.....	.....	.....	74,34,047	77,19,868	62,48,131
Total Value Rs.	.....	.....	.....	3,12,61,727	2,76,96,058	2,53,35,785
Grand Total Rs....	.....	.....	.....	33,16,22,842	27,45,78,987	34,93,79,871
Treasure—Gold ... ... Ozs....	347,873	396,977	410,296	2,20,01,407	2,37,19,953	2,33,55,960
Do. Silver ... ... ,, ...	9,776,607	19,206,907	22,121,692	2,25,46,273	3,43,21,414	4,03,27,607
Total Treasure...	10,124,480	19,603,884	22,531,988	4,45,47,680	5,80,41,367	6,36,83,567
Grand Total Rs....	.....	.....	.....	37,61,70,522	33,26,20,354	41,30,63,438

FOREIGN TRADE OF BRITISH INDIA.—IMPORTS.

Quantities and Value of the Principal Articles imported in the years ending 31st December 1897, 1898, *and* 1899.

ARTICLES.		Quantities.			Value.		
		1897.	1898.	1899.	1897.	1898.	1899.
					Rs.	Rs.	Rs.
Animals—Living	No.	7,728	7,811	15,982	23,00,438	27,42,015	31,16,757
Apparel (including Millinery, &c.) ...	value.	.....	.....	.....	1,09,15,312	1,18,99,463	1,30,48,046
Arms, Ammunition, &c.	,,	.....	.....	.....	28,97,200	24,93,306	29,20,295
Books and Printed Matters	cwts.	13,259	13,154	20,467	20,29,976	19,03,489	24,55,721
Building and Engineering Materials ...	value.	.....	.....	.....	19,05,260	18,42,492	20,74,098
Coffee	cwts.	10,246	17,455	13,181	4,87,466	6,15,659	4,24,582
Coal, Coke and Patent Fuel	tons.	257,273	331,285	518,585	55,15,007	63,65,938	98,11,174
Cotton—Raw	cwts.	44,356	46,837	81,371	9,91,798	10,95,100	18,55,611
,, Twist and Yarn	lbs.	51,102,313	50,127,830	43,849,606	3,14,70,788	2,84,01,325	2,46,16,352
,, Piece Goods...	yards.	1,733,855,954	2,076,390,290	2,261,844,862	21,12,25,824	24,00,44,561	26,41,61,965
,, Shawls, Hosiery, Thread, &c....	value.	.....	.....	.....	56,55,837	72,62,599	1,12,95,294
Corals, Real	lbs.	205,764	220,492	222,589	6,63,774	7,07,929	9,17,257
Chemicals	value.	.....	.....	.....	42,73,934	42,91,808	44,23,710
Clocks and Watches...	No.	157,287	247,421	263,130	9,99,070	13,10,191	13,41,704
Candles	lbs.	3,883,722	3,380,057	3,176,402	10,66,587	8,63,000	8,62,151
Drugs, Medicines and Narcotics ...	value.	.....	.....	.....	83,34,880	78,12,401	84,65,963
Dyeing and Tanning materials (Alizarine and Aniline dyes)	lbs.	7,234,784	8,153,952	9,424,598	58,60,774	61,89,527	58,47,513
,, other sorts	cwts.	40,080	45,312	52,027	13,91,873	12,86,850	13,61,071
Earthenware and Porcelain	value.	.....	.....	.....	19,36,985	19,88,337	20,03,485
Flax, manufactured and unmanufactured...	,,	.....	.....	.....	15,01,335	14,37,158	14,62,156
Fruits and Vegetables	,,	.....	.....	.....	15,34,510	11,33,552	9,26,809
Gums and Resins	cwts.	95,446	104,629	116,819	10,26,861	10,21,882	11,30,059
Glass	value.	.....	.....	.....	54,55,781	61,79,566	79,41,151
Hides and Skins, dressed and undressed—							
Hides	cwts.	3,895	4,503	3,182	1,98,301	1,90,224	1,76,682
Skins	,,	22,970	24,293	22,980	12,57,305	13,45,636	13,26,236
Ivory, unmanufactured	lbs.	359,592	257,937	247,815	23,37,066	16,45,502	15,88,343
Instruments and Apparatus	value.	.....	.....	.....	29,52,980	32,50,760	38,73,233

Jewellery, Precious Stones, Pearls, &c ..	value.	.....	.....	.....	53,08,149	54,37,327	1,09,11,054
Liquors—Ale, Beer and Porter	...gallons	3,075,31[illegible]	2,894,089	3,380,431	47,48,350	45,58,631	48,17,993
„ Spirits	... „	1,220,86[illegible]	1,208,890	1,254,581	82,14,574	81,21,110	85,32,354
„ Wines, Liqueurs, &c.	... „	334,44[illegible]	354,338	339,820	32,46,342	33,34,403	31,38,493
Leather, unmanufactured and manufactured (excluding Boots and Shoes)	value.	.....	.....	.....	18,30,152	18,94,587	20,23,207
„ Boots and Shoes ...	... pairs.	420,734	562,988	781,208	12,37,276	14,48,203	20,15,872
Metals (excluding Hardware & Cutlery).	tons.	298,080	283,151	254,506	5,73,04,932	5,41,44,507	4,67,93,763
„ Hardware and Cutlery	... value.	.....	.....	.....	1,36,01,828	1,38,31,036	1,50,31,115
Machinery and Millwork ...	... „	.....	.....	.....	3,02,52,395	2,90,31,023	2,66,47,284
Matches, Lucifer and other ...	... „	.....	.....	.....	37,07,344	40,26,009	34,78,120
Oil, Kerosine	...gallons	72,248,134	78,741,065	68,906,481	3,03,81,516	3,02,28,413	2,79,05,732
Oils, other kinds	... „	7,998,058	7,558,223	6,509,718	76,86,346	61,04,925	47,32,065
Provisions	... value.	.....	.....	.....	1,71,25,901	1,49,69,607	1,66,88,590
Paints and Colours	... cwts.	172,985	191,491	205,235	26,02,578	25,32,862	27,62,563
Painters' Materials	... value.	.....	.....	.....	5,92,340	7,06,657	8,45,587
Paper and Pasteboard ...	... „	.....	.....	.....	30,55,590	38,25,565	42,22,947
Perfumery	... „	.....	.....	.....	2,55,341	2,43,746	2,89,778
Railway Plant and Rolling Stock ...	... „	.....	.....	.....	3,27,84,690	2,55,19,646	3,20,42,162
Salt	tons.	434,249	452,083	459,889	82,16,285	72,59,137	69,77,683
Silk, Raw	lbs.	2,045,144	2,053,559	1,976,686	69,38,906	69,80,611	69,04,969
„ Piece Goods (including goods mixed with other materials)	yards.	13,045,441	15,993,887	14,142,311	99,31,861	1,16,16,142	1,06,68,244
Soap	cwts.	57,556	76,571	94,534	11,81,552	12,81,454	15,62,349
Spices	lbs.	94,541,583	81,716,328	98,960,677	73,63,886	79,18,012	91,66,573
Stationery (excluding Paper).	... value.	.....	.....	.....	27,39,403	28,13,101	30,97,476
Sugar and Sugarcandy, Refined	... cwts.	3,323,137	4,034,150	3,639,353	3,76,93,813	4,28,43,008	3,90,36,863
„ Unrefined (Molasses, Goor, &c.) ...	„	341,466	276,231	443,977	6,92,914	5,59,717	14,74,085
Tea	lbs.	4,488,052	3,230,892	3,246,374	27,54,013	17,20,582	16,01,401
Toys and Requisites for Games	... value.	.....	.....	.....	14,65,710	15,42,548	20,16,290
Umbrellas	No.	3,839,980	3,315,428	3,035,533	30,79,765	27,22,659	26,41,746
Wood, Timber	tons.	28,073	20,958	33,435	16,78,605	12,09,476	18,56,741
„ other Sorts, including wooden-ware	value.	.....	.....	.....	9,35,213	4,48,366	4,79,010
Wool, Raw...	lbs.	4,846,028	3,159,454	3,036,416	14,26,090	9,13,905	7,99,127
„ Piece Goods	yards.	9,372,724	12,774,522	16,058,943	76,86,067	1,01,86,683	1,24,17,097
„ Shawls, Braids, &c.	value.	.....	.....	.....	33,51,495	46,39,603	61,60,773
All other Articles	„	.....	.....	.....	2,80,00,673	2,13,79,921	2,72,78,374
Total Value	Rs....	.....	.....	.....	66,52,61,825	68,13,13,552	72,64,49,889

FOREIGN TRADE OF BRITISH INDIA.—EXPORTS.

Quantities and value of the Principal Articles Exported in the years ending 31st December 1897, 1898, and 1899.

ARTICLES.	Quantities.			Value.		
	1897.	1898.	1899.	1897.	1898.	1899.
INDIAN PRODUCE AND MANUFACTURES.				Rs.	Rs.	Rs.
Coffee ... ... cwts.	205,117	200,384	362,567	1,48,05,020	1,28,09,733	2,19,70,568
Cotton—Raw ... ... „	4,458,255	4,744,031	5,308,802	10,81,18,586	10,17,58,656	10,80,48,424
„ Twist and Yarn ... ... lbs.	181,125,905	206,446,368	264,471,802	6,42,79,617	6,47,36,634	7,37,83,035
„ Piece Goods ... ... yards.	66,053,624	55,193,308	71,069,590	1,08,35,692	99,65,903	1,24,82,973
„ Shawls, Hosiery, &c. ... value.	.....	.....	.....	12,71,744	11,32,649	11,86,800
Coir, Unmanufactured ... ... cwts.	54,434	59,522	63,656	3,88,651	4,36,480	4,69,031
„ Manufactured (excluding Cordage). „	235,765	319,337	326,133	23,11,709	30,46,593	31,26,015
Dyeing and Colouring Materials—						
Indigo ... ... „	156,767	142,594	125,833	4,04,91,879	3,23,84,046	2,77,70,737
Myrabollams ... ... „	7,11,278	811,340	945,814	25,28,964	28,34,375	33,95,900
Cutch and Gambier ... ... „	112,260	71,451	92,023	21,78,778	14,49,993	18,42,366
Other sorts ... ... „	45,724	64,716	80,511	3,30,908	5,13,826	6,93,147
Grain and Pulse—						
Rice in the Husk ... ... „	402,822	511,591	556,126	9,67,416	12,91,363	12,39,241
„ not in the Husk ... ... „	24,872,215	37,478,228	33,888,675	11,27,36,350	15,61,42,488	13,89,63,059
Wheat ... ... „	1,122,821	18,635,471	11,879,460	63,99,028	9,53,58,515	4,80,73,605
Wheat Flour ... ... lbs.	52,104,786	72,755,642	70,240,591	39,11,858	49,25,604	42,66,486
Other Sorts ... ... cwts.	806,278	3,102,766	2,688,668	42,37,111	1,15,78,335	88,08,909
Hides and Skins—						
Hides ... ... „	909,731	734,894	1,072,849	4,08,37,032	3,72,52,116	4,70,58,878
Skins ... ... „	290,345	293,076	376,296	3,90,29,243	3,85,80,360	4,45,11,861
Jute—Raw ... ... „	12,862,401	11,653,897	10,399,158	9,63,39,577	7,63,59,575	8,12,65,644
„ Gunny Bags ... ... No.	200,684,109	186,104,907	166,425,328	3,82,14,433	3,44,08,647	3,40,47,867
„ Cloth ... ... yds.	233,303,188	262,350,704	303,652,995	2,11,23,507	2,19,79,938	2,60,58,058
„ Other Sorts ... ... cwts.	.....	.....	.....	7,67,608	5,46,994	3,59,296
Lac—Shell, Button, Stick, &c. ... „	228,786	186,531	223,808	1,23,58,215	89,62,548	1,06,97,322
Opium ... ...chests.	59,162	62,464	67,754	6,62,50,800	6,50,48,580	7,83,28,011
Oils ... ... { gallons	3,272,000	4,775,805	5,617,627	} 59,49,183	77,44,349	83,01,693
{ cwts.	222,603	247,797	246,022			
Provisions (excluding Wheat Flour) ... value.	.....	.....	.....	53,10,067	54,78,543	62,76,277
Spices ... ... lbs.	31,107,043	26,863,930	30,130,812	52,69,826	46,85,076	60,83,581
Saltpetre..... ... ... cwts.	489,553	374,102	367,231	48,81,927	35,48,555	35,49,759

Seeds—						
Linseed ... ... cwts.	3,650,819	8,701,051	8,338,557	2,26,41,469	5,05,78,710	5,07,32,170
Rape ... ... ,,	3,227,963	4,692,536	3,612,567	2,26,04,543	2,79,26,146	2,10,22,101
Gingelly ... ... ,,	1,513,658	2,663,774	2,563,594	1,25,91,928	1,99,74,886	1,96,47,449
Poppy ... ... ,,	756,673	893,090	966,300	54,44,573	57,91,187	61,84,247
Castor ... ... ,,	903,274	1,245,800	981,797	66,36,577	76,92,370	56,43,206
Groundnuts ... ... ,,	60,470	26,259	120,680	3,94,629	1,75,519	7,53,783
Other Sorts ... ... ,,	303,160	416,630	721,419	25,05,955	25,95,922	38,02,770
Silk, Raw ... ... lbs.	1,573,596	1,766,384	1,718,685	51,39,548	51,62,439	61,09,693
,, Piece Goods (including Silk mixed with other Materials) ... ... yds.	1,530,602	1,326,553	1,428,485	14,54,160	12,21,576	12,88,379
Sugar and Sugarcandy, Refined ... cwts.	36,425	35,673	40,061	4,79,207	4,53,076	4,92,668
,, Unrefined (Molasses, Goor, &c.)... ,,	5,28,136	299,083	564,623	23,20,664	14,72,546	29,90,378
Tea ... ... lbs.	152,076,935	156,642,213	173,027,432	8,11,08,256	8,00,42,282	9,01,31,610
Tobacco, Cigars, &c. ... ... ,,	10,260,148	13,241,934	11,706,513	15,27,979	20,57,306	20,18,894
Wood, Teak ... ... tons.	80,358	79,516	74,982	96,61,083	95,41,957	88,33,964
,, Other sorts (including woodenware) value.	.....	.....	.....	11,62,888	11,80,778	15,47,513
Wool, Raw ... ... lbs.	29,370,832	28,108,765	30,873,645	1,27,72,807	1,26,07,796	1,32,00,774
,, Manufactures of ... ... value.	.....	.....	.....	22,39,654	22,74,852	24,09,647
All other Articles ... ... ,,	.....	.....	.....	3,36,91,579	3,49,05,765	3,98,61,768
Total Value Rs...	.....	.....	.....	93,65,02,228	1,07,06,13,587	1,07,93,29,557
FOREIGN MERCHANDISE.						
Cotton—Twist and Yarn ... ... lbs.	1,772,269	1,680,998	1,910,710	10,50,107	9,06,883	10,07,337
,, Piece Goods ... ... yds.	68,618,828	64,838,980	69,363,967	1,27,26,205	1,14,84,278	1,24,27,386
,, Shawls, Thread, &c. ... value	.....	.....	.....	4,28,929	3,26,293	4,12,758
Ivory, Unmanufactured ... ... lbs.	129,555	138,510	88,552	6,91,473	6,89,606	3,94,657
Metals ... ... cwts.	251,112	212,820	390,061	12,07,874	11,75,509	17,47,166
Silk, Raw ... ... lbs.	65,359	66,002	75,505	1,83,729	1,68,641	1,68,985
,, Piece Goods ... ... yards.	783,152	566,624	551,869	6,05,276	4,44,655	4,59,898
Spices ... ... lbs.	893,768	694,283	1,387,532	1,71,868	1,69,946	3,31,668
Sugar and Sugarcandy, Refined ... cwts.	114,395	150,569	120,699	13,33,243	16,77,920	13,50,025
Tea ... ... lbs.	2,880,193	2,171,331	1,413,559	23,11,514	14,19,948	8,80,857
Wool, Raw ... ... ,,	14,015,994	10,731,010	10,478,389	64,06,351	47,49,667	47,36,356
All other Articles ... ... value.	.....	.....	.....	1,01,14,978	93,78,459	98,38,011
Total Value Rs....	.....	.....	.....	3,72,31,547	3,25,91,805	3,37,55,104
Grand Total Rs....	.....	.....	.....	97,37,33,775	1,10,32,05,392	1,11,30,84,661

FOREIGN TRADE OF THE BOMBAY PRESIDENCY.—IMPORTS.

Quantities and Value of the Principal Articles Imported in the years ending 31st December 1897, 1898, and 1899.

ARTICLES.		Quantities.			Value.		
		1897.	1898.	1899.	1897.	1898.	1899.
					Rs.	Rs.	Rs.
Apparel (including Haberdashery, Millinery, &c.)	value.	.....	.....	.....	37,34,108	42,59,530	49,70,224
Arms, Ammunition, &c.	„	.....	.....	.....	5,65,179	3,82,536	5,50,032
Building and Engineering Materials...	„	.....	.....	.....	5,23,471	5,56,832	5,78,424
Cabinetware and Furniture ...	„	.....	.....	.....	2,51,102	2,95,700	3,50,362
Candles	lbs.	770,377	688,629	960,687	2,06,178	1,75,873	2,55,282
Clocks and Watches	No.	89,004	125,538	147,853	5,84,224	7,89,586	8,15,884
Coal, Coke and Patent Fuel ...	tons.	157,598	224,198	396,821	33,41,472	41,98,645	74,29,893
Cotton—Twist and Yarn	lbs.	9,805,840	10,762,506	10,583,589	59,39,400	58,00,688	55,53,212
„ Piece Goods	yards.	459,487,681	543,406,230	627,600,191	5,63,58,712	6,41,68,290	7,72,84,357
„ Shawls and Handkerchiefs ...	No.	5,340,627	6,288,410	15,156,?21	4,36,166	4,46,052	9,74,697
„ Lace, Nets, Hosiery, &c. ...	value.	.....	.....	.....	13,47,058	17,05,296	25,82,163
Chemical Products and Preparations.	„	.....	.....	.....	16,35,383	14,56,319	14,83,262
Drugs and Medicines	„	.....	.....	.....	21,49,939	21,77,994	21,19,277
Dyeing and Coloring Materials—							
Aniline and Alizarine Dyes ...	lbs.	6,177,122	6,735,136	6,861,890	43,45,315	50,73,948	43,70,112
Other sorts	cwts.	9,137	18,231	18,481	8,57,825	8,64,184	8,98,769
Earthenware and Porcelain ...	value.	.....	.....	.....	6,60,765	6,42,915	6,98,125
Fireworks	„	.....	.....	.....	3,69,880	3,95,978	4,21,644
Glass	„	.....	.....	.....	21,83,070	28,46,545	36,46,432
Gums and Resins	cwts.	57,870	59,816	66,589	6,79,151	6,87,878	7,73,965

Hides and Skins—						
Hides... ... ... No,	2,414	5,365	6,461	28,123	33,313	66,289
Skins... ... ... „	832,026	922,349	892,662	7,97,243	8,78,002	8,32,130
Instruments and Apparatus ... value.	.....	.....	.....	11,98,971	13,77,663	15,55,470
Ivory, unmanufactured ... ... lbs.	357,375	253,896	245,396	23,20,519	16,13,616	15,68,138
Jewellery, Precious Stones, Pearls, &c. value.	.....	.....	.....	47,95,953	46,76,227	1,01,90,115
Leather (including Saddlery, &c.) ... „	.....	.....	.....	10,51,369	11,46,102	12,03,429
„ Boots and Shoes ... ... pairs.	122,134	134,360	159,343	4,31,971	4,39,770	5,17,459
Liquors—Ale, Beer and Porter ...gallons	979,547	858,919	1,278,753	12,37,543	11,36,177	14,46,612
„ Spirits, Wines, &c... ... „	452,936	493,194	483,141	35,12,877	37,41,258	37,78,659
Machinery and Millwork ... ... value.	.....	.....	.....	1,02,31,415	1,43,27,100	1,36,96,125
Matches, Lucifer and other ... „	.....	.....	.....	13,57,288	14,87,295	10,51,633
Metals (excluding Hardware & Cutlery). tons.	90,903	85,178	74,798	1,87,09,631	1,85,13,278	1,46,66,834
„ Hardware and Cutlery ... value.	.....	.....	.....	47,13,026	49,38,901	56,02,914
Oil—kerosine ... ...gallons	24,367,757	24,374,481	19,641,231	1,09,38,765	94,00,476	85,58,363
„ other sorts ... ... „	2,054,992	1,360,500	1,576,568	} 21,90,057	13,20,131	15,13,355
„ „ „ ... ... cwts.	.....	320	.....			
Paints and Colors (excluding Painters' Materials) ... ... cwts.	66,814	81,045	95,447	10,08,597	10,18,210	11,21,229
Paper and Pasteboard ... ... value.	.....	.....	.....	16,91,426	21,81,428	23,45,263
Perfumery ... ... „	.....	.....	.....	1,87,445	1,31,983	1,83,657
Provisions ... ... „	.....	.....	.....	69,76,082	53,74,701	66,67,497
Railway Plant and Rolling Stock ... „	.....	.....	.....	1,16,26,856	1,38,22,556	1,71,86,164
Silk, Raw ... ... lbs.	1,680,531	1,614,162	1,662,088	52,71,033	51,20,289	56,35,504
„ Piece Goods (including silk mixed with other materials) ... yards	8,272,726	8,505,004	7,586,870	64,52,894	66,28,860	65,37,040
„ Goods other sorts ... ... value.	.....	.....	.....	7,10,028	7,83,449	18,28,949
Spices ... ... lbs.	12,216,532	11,874,098	16,103,030	18,07,849	19,31,654	26,06,468
Sugar, refined and unrefined ... cwts.	1,718,928	2,077,169	1,754,915	1,95,08,770	2,21,16,655	1,85,26,368
Tea ... ... lbs.	3,834,356	2,639,067	2,599,257	25,15,593	14,95,059	13,61,067
Tobacco, Cigars, &c. ... ... „	414,454	366,091	465,653	5,30,970	4,79,716	5,81,300
Umbrellas ... ... No.	1,249,784	1,061,737	1,367,585	11,52,473	9,76,219	12,53,255
Woollen Piece Goods ... ... yards.	3,789,110	4,653,971	7,425,179	30,73,711	38,28,440	57,91,803
„ Goods other sorts ... ... value.	.....	.....	.....	6,29,396	6,41,976	9,69,432
All other Articles... ... ... „	.....	.....	.....	2,15,10,500	1,72,13,817	2,28,20,367
Total value Rs....	.....	.....	.....	23,48,36,822	24,56,99,110	27,74,19,004

FOREIGN TRADE OF THE BOMBAY PRESIDENCY.—EXPORTS.

Quantities and Value of the Principal Articles Exported in the years ending 31st December 1897, 1898, and 1899.

ARTICLES.	Quantities.			Value.		
	1897.	1898.	1899.	1897.	1898.	1899.
INDIAN PRODUCE AND MANUFACTURES.				Rs.	Rs.	Rs.
Coffee ... ... cwts.	5,397	2,855	2,041	2,99,283	1,17,392	67,106
Coir, manufactured and unmanufactured (excluding Ropes) ... „	38,205	25,843	14,164	3,06,687	2,04,343	1,22,205
Cotton—Raw ... ... „	3,279,457	3,473,580	3,829,621	7,90,32,598	7,37,38,141	7,79,26,007
„ Twist and Yarn ... ... lbs.	150,233,021	186,801,559	240,523,160	5,37,55,152	5,82,47,073	6,65,21,258
„ Piece Goods ... ... yards.	46,512,319	38,155,091	50,989,654	59,96,571	48,92,986	66,17,750
„ Shawls, Handkerchiefs, Hosiery, &c. ... ... value.	.....	.....	.....	4,46,941	4,69,234	5,57,011
Dyeing and Coloring Materials—						
Myrabollams ... ... cwts.	584,358	658,887	763,268	21,85,563	24,42,055	28,90,001
Other sorts ... ... „	24,721	26,704	33,553	20,19,966	15,50,437	15,46,183
Grain and Pulse—						
Rice ... ... „	679,547	1,038,801	773,200	42,28,672	56,12,872	40,97,296
Wheat... ... ... „	48,903	6,224,784	2,903,782	3,39,552	3,32,60,343	1,22,25,220
Wheatflour ... ... lbs.	41,788,187	61,331,087	58,662,614	31,48,810	41,48,872	35,60,935
Other sorts ... ... cwts.	262,186	1,946,845	868,593	12,84,873	71,44,780	30,61,767
Hides and Skins—						
Hides ... ... No.	269,344	182,331	359,241	13,06,026	8,40,543	16,87,952
Skins ... ... „	4,139,446	4,384,089	4,360,022	55,93,237	63,60,063	63,63,786
Oils ... ...gallons	125,565	289,656	321,484	3,48,474	7,29,736	7,39,686
Opium ... ...chests.	19,304	23,201½	25,793	2,40,32,140	2,51,95,200	2,98,92,976
Seeds—						
Linseed ... ... cwts.	877,547	2,727,422	2,135,719	56,61,378	1,65,67,361	1,37,09,307

Rape ... ... „	1,943,185	2,311,105	2,011,487	1,44,57,957	1,40,48,965	1,19,25,928
Gingelly ... ... „	881,724	2,113,862	1,694,458	72,56,436	1,56,11,091	1,27,09,551
Poppy ... ... „	451,217	546,209	582,409	33,42,541	35,42,948	37,59,619
Groundnuts ... ... „	26,924	19,760	94,358	2,04,637	1,42,645	6,17,344
Other sorts ... ... „	880,259	1,258,189	1,351,873	61,39,815	74,81,872	73,46,860
Spices ... ... lbs.	6,725,450	6,046,866	5,647,703	13,18,654	12,91,476	12,47,795
Sugar, refined and unrefined ... cwts.	31,713	21,269	29,683	3,46,389	2,70,279	3,34,995
Tea ... ... lbs.	1,815,725	3,383,647	2,559,855	10,94,921	17,94,885	12,95,163
Tobacco, Cigars, &c. ... ... „	3,804,327	5,788,671	5,418,717	4,88,143	7,36,104	6,83,107
Wool, Raw ... ... „	14,356,728	13,229,882	14,694,955	68,47,647	67,11,606	69,27,494
Woollen Shawls ... ... No.	1,191	2,051	1,595	1,18,314	1,69,041	1,03,679
All other articles ... ... value.	.....	.....	.....	1,47,06,473	1,45,16,452	1,75,26,616
Total value Rs....	.....	.....	.....	24,63,07,850	30,78,38,795	29,60,64,597
FOREIGN MERCHANDISE.						
Cotton—Twist and Yarn ... ... lbs.	1,458,412	1,454,695	1,568,626	8,70,195	7,97,303	8,33,063
„ Piece Goods ... ... yds.	62,990,214	60,198,792	64,179,488	1,19,21,130	1,07,24,844	1,15,96,546
„ Shawls and Handkerchiefs ... No.	914,952	743,529	923,576	1,60,697	1,31,447	1,70,607
„ Lace, Thread, &c. ... ... value.	.....	.....	.....	2,51,838	1,83,181	2,27,652
Gums and Resins ... ... cwts.	32,681	32,040	38,429	5,48,170	5,13,361	6,49,825
Ivory, unmanufactured ... ... lbs.	129,555	138,510	88,552	6,91,473	6,89,606	3,94,657
Provisions ... ... value.	.....	.....	.....	9,57,209	11,53,630	11,41,765
Silk, Raw ... ... lbs.	62,259	64,658	70,819	1,81,886	1,62,781	1,55,335
„ Piece Goods (including silk mixed with other materials) ... yards.	759,976	557,209	510,699	5,85,649	4,36,399	4,32,748
Sugar, refined ... ... cwts.	100,823	133,996	112,113	11,72,644	14,87,827	12,52,988
Tea ... ... lbs.	2,840,030	2,160,069	1,410,158	22,98,716	14,15,057	8,78,102
Wool, Raw ... ... „	601,356	1,243,368	662,816	2,66,617	3,62,950	2,08,775
Woollen Piece Goods ... ... yards.	199,548	175,710	308,525	2,20,655	1,90,599	3,15,871
„ Shawls, &c. ... ... value.	.....	.....	.....	45,771	29,101	34,053
All other articles ... ... „	.....	.....	.....	71,91,777	63,24,073	67,44,256
Total value Rs....	.....	.....	.....	2,73,64,427	2,46,02,159	2,50,36,243
Grand Total Rs....	.....	.....	.....	27,36,72,277	33,24,40,954	32,11,00,840

SHIPPING—FOR

Number and Tonnage of Vessels, distinguishing Sailing and Steam, which at Ports in British India, in each

EN

YEAR.	With Cargoes.						In	
	Sailing.		Steam.		Total.		Sailing.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
1889-90 ...	2,416	619,901	1,355	2,200,273	3,771	2,820,174	1,194	385,225
1890-91 ...	2,091	510,976	1,570	2,480,276	3,661	2,991,252	1,352	324,452
1891-92 ...	2,153	455,262	1,617	2,561,855	3,770	3,017,117	1,281	374,124
1892-93 ...	2,238	442,105	1,585	2,544,440	3,823	2,986,545	1,209	468,111
1893-94 ...	2,025	453,067	1,623	2,610,037	3,648	3,063,104	1,034	263,242
1894-95 ...	1,966	401,363	1,819	2,911,794	3,785	3,313,157	1,143	309,932
1895-96 ...	2,021	362,029	1,835	2,949,232	3,856	3,311,261	999	260,689
1896-97 ...	1,890	299,020	1,775	2,877,982	3,665	3,177,002	1,002	233,645
1897-98 ...	1,929	371,147	1,704	2,732,192	3,633	3,103,339	967	250,151
1898-99 ...	1,659	312,382	1,849	2,991,245	3,508	3,303,627	759	192,726

CLEAR

1889-90 ...	2,854	905,306	1,627	2,623,030	4,481	3,528,336	853	73,459
1890-91 ...	2,717	772,693	1,831	2,870,715	4,548	3,643,408	793	66,438
1891-92 ...	2,551	708,371	2,157	3,427,402	4,708	4,135,773	676	86,653
1892-93 ...	2,782	759,331	1,803	2,846,657	4,585	3,605,988	640	94,445
1893-94 ...	2,459	700,421	1,851	2,999,532	4,310	3,699,953	550	96,190
1894-95 ...	2,566	654,055	2,066	3,247,475	4,632	3,901,530	530	77,983
1895-96 ...	2,457	547,271	2,066	3,341,190	4,523	3,888,461	424	76,361
1896-97 ...	2,363	456,364	1,926	3,078,441	4,289	3,534,805	495	79,571
1897-98 ...	2,236	517,461	1,930	3,084,919	4,166	3,602,380	482	84,479
1898-99 ...	2,025	466,487	2,337	3,938,474	4,362	4,404,961	303	53,311

EIGN TRADE.

Entered and Cleared with cargoes and in Ballast, from and to Foreign Countries Official Year from 1889-90 *to* 1898-99.

TERED.

Ballast.				Total.				Grand Total.	
Steam.		Total.		Sailing.		Steam.			
Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Sailing & Steam Vessels.	Tons.
317	452,782	1,511	838,007	3,610	1,005,126	1,672	2,653,055	5,282	3,658,181
477	547,137	1,829	871,589	3,443	835,428	2,047	3,027,413	5,490	3,862,841
635	917,134	1,916	1,291,258	3,434	829,386	2,252	3,478,989	5,686	4,308,375
352	447,540	1,561	915,651	3,447	910,216	1,937	2,991,980	5,384	3,902,196
348	471,565	1,382	734,807	3,059	716,309	1,971	3,081,602	5,030	3,797,911
381	533,297	1,524	843,229	3,109	711,295	2,200	3,445,091	5,309	4,156,386
371	556,089	1,370	816,778	3,020	622,718	2,206	3,505,321	5,226	4,128 039
339	473,342	1,341	706,987	2,892	532,665	2,114	3,351,324	5,006	3,883,989
375	564,271	1,342	814,422	2,896	621,298	2,079	3,296,463	4,977	3,917,761
648	1,086 833	1,407	1,279,559	2,418	505,108	2,497	4,078,078	4,915	4,583,186

ED.

57	55,610	910	129,069	3,707	978,765	1,684	2,678,640	5,391	3,657,405
192	112,267	985	178,705	3,510	839,131	2,023	2,982,982	5,533	3,822,113
88	59,850	764	146,503	3,227	795,024	2,245	3,487,252	5,472	4,282,276
114	88,662	754	184,107	3,422	854,776	1,917	2,935,319	5,339	3,790,095
105	71,832	655	168,022	3,069	796,611	1,956	3,071,364	4,965	3,867,975
106	119,923	636	197,906	3,096	732,038	2,172	3,367,398	5,268	4,099,436
124	133,739	548	210,100	2,881	623,632	2,190	3,474,929	5,071	4,098,561
150	200,220	645	279,791	2,858	535,935	2,076	3,278,661	4,934	3,814,596
136	180,019	618	264,498	2,718	601,940	2,066	3,264,938	4,784	3,866,878
106	74,188	409	127,499	2,328	519 798	2,443	4,012.662	4,771	4,532,460

SHIPPING—FOR

Number and Tonnage of Vessels, distinguishing Sailing and Steam, which Countries, at the Chief Port of the Bombay Presidency

EN

YEAR.	With Cargoes.						In	
	Sailing.		Steam.		Total.		Sailing.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
1889-90 ...	371	61,460	555	992,629	926	1,054,089	24	2,420
1890-91 ...	324	46,232	624	1,107,698	948	1,153,930	3	279
1891-92 ...	408	54,344	612	1,079,550	1,020	1,133,894	2	341
1892-93 ...	374	56,916	604	1,083,797	978	1,140,713	12	2,351
1893-94 ...	329	59,156	581	1,068,414	910	1,127,570	15	2,426
1894-95 ...	312	46,417	632	1,245,430	944	1,291,847	9	1,559
1895-96 ...	284	36,351	625	1,230,343	909	1,266,694	14	1,801
1896-97 ...	205	32,463	566	1,126,026	771	1,158,489	2	730
1897-98 ...	242	37,020	469	974,940	711	1,011,960	2	145
1898-99 ...	261	39,107	571	1,173,494	832	1,212,601	4	2,895

CLEAR

1889-90 ...	361	42,045	502	902,387	863	944,432	12	2,627
1890-91 ...	331	36,034	504	889,002	835	925,036	5	720
1891-92 ...	340	39,698	665	1,179,357	1,005	1,219,055	5	1,395
1892-93 ...	350	41,441	578	1,045,132	928	1,086,573	6	348
1893-94 ...	279	35,375	536	1,021,924	815	1,057,299	1	68
1894-95 ...	327	44,900	452	897,510	779	942,410	2	107
1895-96 ...	314	36,686	464	936,500	778	973,186	2	333
1896-97	208	26,484	436	873,753	644	900,237	1	1,669
1897-98 ...	241	29,121	374	770,371	615	799,492	5	4,034
1898-99 ...	284	39,049	496	1,057,265	780	1,096,314	1	49

EIGN TRADE.

Entered and Cleared with cargoes and in Ballast, from and to Foreign in each Official Year from 1889-90 *to* 1898-99.

TERED.

Ballast.				Total.				Grand Total.	
Steam.		Total.		Sailing.		Steam.			
Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Sailing & Steam Vessels.	Tons.
20	30,024	44	32,444	395	63,880	575	1,022,653	970	1,086,533
19	29,748	22	30,027	327	46,511	643	1,137,446	970	1,183,957
145	245,489	147	245,830	410	54,685	757	1,325,039	1,167	1,379,724
59	105,273	71	107,624	386	59,267	663	1,189,070	1,049	1,248,337
54	101,688	69	104,114	344	61,582	635	1,170,102	979	1,231,684
32	55,874	41	57,433	321	47,976	664	1,301,304	985	1,349,280
31	54,145	45	55,946	298	38,152	656	1,284,488	954	1,322,640
12	14,784	14	15,514	207	33,193	578	1,140,810	785	1,174,003
13	25,851	15	25,996	244	37,165	482	1,000,791	726	1,037,956
84	165,891	88	168,786	265	42,002	655	1,339,385	920	1,381,387

ED.

21	30,570	33	33,197	373	44,672	523	932,957	896	977,629
25	39,606	30	40,326	336	36,754	529	928,608	865	965,362
21	35,471	26	36,866	345	41,003	686	1,214,828	1,031	1,255,921
20	34,381	26	34,729	356	41,789	598	1,079,513	954	1,121,302
19	31,074	20	31,142	280	35,443	555	1,052,998	835	1,088,441
35	58,962	37	59,069	329	45,007	487	956,472	816	1,001,479
35	59,734	37	60,067	316	37,019	499	996,234	815	1,033,253
54	111,911	55	113,580	209	28,153	490	985,664	699	1,013,817
45	119,171	50	123,205	246	33,155	419	889,542	665	922,697
7	13,624	8	13,673	285	39,098	503	1,070,889	788	1,109,987

SHIPPING—FOR

Number and Tonnage of Vessels, distinguishing Sailing and Steam, which Countries, at Ports in the Bombay

EN

MONTH.	With Cargoes.					
	Steamers.		Sailing Vessels.		Country Craft.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
January	54	104,351	35	6,727	16	1,207
February	51	105,450	15	1,741	13	1,373
March	53	121,220	36	4,117	21	1,509
April	61	134,186	14	2,802	7	773
May	48	114,520	1	55	20	1,547
June	44	87,236	...	...	...	...
July	36	77,821	1	517	...	...
August	52	112,834	...	...	...	...
September	43	86,896	7	1,184	7	597
October	42	92,804	21	2,384	19	1,703
November	44	90,937	25	3,291	14	1,251
December	46	96,638	26	2,864	13	1,437
Total	574	1,224,893	181	25,682	130	11,397

CLEAR

January	44	90,433	20	2,187	34	3,678
February	37	76,275	26	2,915	29	3,079
March	46	101,241	26	2,769	16	1,596
April	43	97,128	26	3,753	7	737
May	48	110,427	8	1,811	9	1,153
June	45	108,545	...	...	...	...
July	41	88,985	...	...	1	517
August	28	66,070	...	...	1	88
September	31	62,949	2	105	2	175
October	28	57,578	8	960	1	79
November	30	67,019	10	745	5	282
December	31	69,301	23	2,668	18	1,784
Total	452	995,951	149	17,913	123	13,168

EIGN TRADE.

Entered and Cleared with Cargoes and in Ballast, from and to Foreign Presidency during the year 1899.

TERED.

In Ballast.						Total.			
Steamers.		Sailing Vessels.		Country Craft.		With Cargoes.		In Ballast.	
Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
5	10,765	...	...	...	...	105	112,285	5	10,765
1	2,026	1	160	1	110	79	108,564	3	2,296
4	8,707	...	...	...	...	110	126,846	4	8 707
1	2,001	...	...	1	68	82	137,761	2	2,122
6	14,122	...	...	...	...	69	116,122	6	14,129
4	7,986	...	...	...	...	44	87,236	4	7,986
7	16,988	...	...	...	...	37	78,338	7	16,958
2	3,954	...	...	...	...	52	112,834	2	3,954
2	4,686	...	...	...	...	57	88,677	2	4,686
2	4,259	...	...	...	...	82	96,891	2	4,259
3	4,039	...	...	...	...	83	95,479	3	4,039
1	2,207	3	303	...	...	85	100,939	4	2,510
38	81,800	4	463	2	178	885	1,261,972	44	82,441

ED.

1	3,420	...	...	...	...	98	96,298	1	3,420
...	...	...	...	...	...	92	82,269	...	...
2	3,221	...	...	...	...	88	105,606	2	3,221
...	...	...	...	...	...	76	101,618	...	...
2	2,453	...	...	...	...	65	113,391	2	2,453
...	...	...	...	...	...	45	108,545	...	...
...	...	...	...	...	...	42	89,502	...	...
1	1,735	...	...	...	...	29	66,158	1	1,735
...	...	...	...	...	...	35	63,220	...	...
1	1,583	...	...	...	...	37	58,617	1	1 581
3	6,506	1	55	...	...	45	68,046	4	6,563
6	13,551	...	...	...	...	72	73,753	6	13,551
16	32,469	1	55	...	...	724	1,027,032	17	32,542

STATEMENT showing the Exports by Sea of Bombay Manufactured Piece-Goods and Yarns since 1881.

Years Ending 31st Dec.	Grey and White Piece-Goods.			Coloured Piece Goods.		Total Piece-Goods.			Yarns.	
	Packages.	Yards.	lbs.	Packages	Yards.	Packages.	Yards.	lbs.*	Bales.	lbs.
1881	27,777	49,081,034	No Records.	2,219	5,174,794	29,996	54,255,828	12,530,214	119,590	44,100,909
1882	34,798	56,986,687	Do.	2,405	5,369,753	37,203	62,356,440	14,401,025	140,486	53,115,882
1883	49,048	75,522,989	17,814,551	2,353	5,169,673	51,401	80,692,662	18,635,719	164,338	62,813,128
1884	45,432	70,533,605	16,551,064	2,429	4,630,992	47,861	75,164,597	17,359,029	197,827	75,755,931
1885	43,872	71,184,739	16,152,396	2,820	5,988,074	46,692	77,172,813	17,822,821	223,722	86,693,377
1886	42,888	68,171,065	15,853,991	2,219	5,258,994	45,107	73,430,059	16,958,443	272,300	106,024,856
1887	49,399	79,400,234	18,501,205	2,029	4,921,099	51,428	84,321,333	19,471,900	299,581	117,074,663
1888	57,174	88,797,223	21,500,740	3,074	5,636,166	60,248	94,433,389	21,809,097	343,030	134,622,583
1889	50,470	78,140,482	18,176,366	2,599	4,837,045	53,069	82,977,527	19,163,401	384,729	150,497,237
1890	57,385	85,166,237	20,447,589	2,294	4,887,121	59,679	90,053,358	20,797,588	440,220	171,993,173
1891	58,980	88,523,452	20,957,195	2,679	5,540,421	61,659	94,063,873	21,723,758	465,399	181,645,149
1892	67,305	99,754,263	23,083,693	3,210	6,837,067	70,515	106,591,330	24,616,935	487,773	190,705,398
1893	66,389	97,366,292	23,169,762	3,661	6,561,214	70,050	103,927,506	24,001,733	412,584	159,960,286
1894	82,151	118,960,211	29,105,588	4,057	6,360,875	86,208	125,321,090	29,696,940	468,995	182,123,551
1895	92,353	128,463,625	31,723,691	5,726	8,809,449	98,079	137,273,074	32,529,164	496,421	192,602,163
1896	87,364	122,974,132	31,520,976	6,411	9,854,183	93,775	132,828,315	33,207,079	584,599	229,346,959
1897	69,718	101,126,083	25,162,666	5,619	8,422,451	75,337	109,548,534	27,387,133	461,260	181,184,351
1898	69,026	99,268,706	24,763,678	6,177	9,072,326	75,203	108,341,032	27,085,258	553,681	218,724,607
1899	84,238	122,807,108	29,819,677	8,513	12,842,538	92,751	135,649,646	33,912,411	681,039	269,559,281

* *N.B.*—The Weights have been arrived at by dividing the length in yards by 4·33, the average weight of the Grey and Bleached Cloths exported up to 1893 ; in 1894 and 1895 by 4·22 and in 1896 to 1899 by 4·09.

Exports of Indian Manufactured Yarns by Sea and Rail (Reduced to Bales of 400 lbs. each).

January 1st to Dec. 31st.	To China.	To Japan.	Total to China and Japan.	Total to other Ports.	Total Exports by Sea.	Total Exports by Rail.*	Total Exports by Sea and Rail.
1880	63,194	4,527	67,721	38,825	106,546	14,092	120,638
1881	61,783	7,378	69,161	41,092	110,253	14,333	124,586
1882	81,434	9,854	91,288	41,502	132,790	14,400	147,190
1883	94,982	17,421	112,403	42,130	154,533	9,091	163,624
1884	127,318	13,846	141,164	48,226	189,390	6,049	195,439
1885	154,517	19,020	173,537	43,197	216,734	5,129	221,863
1886	199,407	20,543	219,950	45,103	265,053	4,649	269,702
1887	205,158	39,730	244,888	47,799	292,687	3,451	296,138
1888	234,071	52,697	286,768	49,789	336,557	2,250	338,807
1889	254,697	62,220	316,917	59,326	376,243	1,615	377,858
1890	325,060	37,722	362,782	67,201	429,983	13,942	443,925
1891	365,038	10,939	375,977	78,136	454,113	9,147	463,260
1892	385,771	21,445	407,216	69,547	476,763	7,850	484,613
1893	297,572	14,198	311,770	88,130	399,900	9,139	409,039
1894	338,703	10,743	349,446	105,863	455,309	10,388	465,697
1895	374,119	2,515	376,634	104,871	481,505	7,443	488,948
1896	471,023	2,467	473,490	99,877	573,367	6,274	579,641
1897	361,221	645	361,866	91,095	452,961	5,822	458,783
1898	437,645	475	438,120	108,691	546,811	7,125	553,936
1899	579,619	250	579,869	94,029	673,898	4,408	678,306

* Compiled from returns received from the Railway Companies.

EXPORTS OF BOMBAY MANUFACTURED COTTON PIECE-GOODS AND YARNS FROM BOMBAY PORT ONLY. 1898-99.

From Official Returns.] [*Year ending 31st March.*

EXPORTED TO	LENGTH AND WEIGHT.							VALUE.					
	Piece-Goods. Millions of [0000's omitted.]		Yarns. Millions of lbs. [0000's omitted.]	Percentage of Goods.	Percentage of Yarns.	Total Weight. Millions of lbs. [0000's omitted.]	Total Weight. Percentage	Lakhs of Rupees. [0000's omitted.]		Percentage of Goods.	Percentage of Yarns.	Total Value in Lakhs of Rupees [000's omitted.]	Percentage.
	Yards.	lbs.	lbs.	%	%		%	Goods.	Yarns.	%	%		%
Foreign Ports	43·27	*10·82	197·90	22·56	82·84	208·72	72·75	†55·41	590·70	23·57	81·56	1646·11	67·35
Indian Ports	72·74	*18·18	36·79	37·89	15·40	54·97	19·16	94·92	120·14	40·37	16·60	215·06	22·42
Interior by Rail	*75·92	18·98	4·21	39·55	1·76	23·19	8·09	84·78	13·35	36·06	1·84	98·13	10·23
Total Indian...	148·66	37·16	41·00	77·44	17·16	78·16	27·25	179·70	133·49	76·43	18·44	313·19	32·65
Grand Total...	191·93	47·98	238·90	100·00	100·00	286·88	100·00	235·11	‡24·19	100·00	100·00	959·30	100·00

* Assuming 4·60 yards to be equivalent to 1 lb. and *vice versa* (reduced from 4·33 yards in years previous to 1895-96).

† Piece-Goods only: value including all other sorts (Handkerchiefs, Hosiery, &c., &c.) 60·88 lakhs or

‡ Inclusive of Yarns 651·68 lakhs of Rupees.

EXPORTS OF BOMBAY MANUFACTURED COTTON PIECE-GOODS AND YARNS FROM BOMBAY PORT ONLY. 1897-98.

From Official Returns.] [*Year ending 31st March.*

EXPORTED TO	LENGTH AND WEIGHT.							VALUE.					
	Piece Goods. Millions of [0000's omitted.]		Yarns.	Percentage of		Total Weight.		Lakhs of Rupees.		Percentage of			
				Goods.	Yarns.	Millions of lbs. [0000's omitted].	Per-centage	[000's omitted.]		Goods.	Yarns.	Total Value in Lakhs of Rupees [000's omitted].	Per-centage
	Yards.	lbs.	lbs.	%	%		%	Goods.	Yarns.	%	%		%
Foreign Ports	44·74	*11·18	170·06	23·54	82·73	181·24	71·62	†57·37	594·78	24·43	81·34	‡652·15	67·50
Indian Ports	67·70	*16.92	31·65	35·63	15·40	48·57	19·19	90·03	122·60	38·34	16·76	212·63	22·01
Interior by Rail	*77·56	19·39	3·85	40·83	1·87	23·24	9·19	87·42	13·87	37·23	1·90	101·29	10·49
Total Indian...	145·26	36·31	35·50	76·46	17·27	71·81	28·38	177·45	136·47	75·57	18·66	313·92	32·50
Grand Total...	190·00	47·49	205·56	100·00	100·00	253·05	100·00	234·82	731·25	100·00	100·00	966·07	100·00

* Assuming 4·00 yards to be equivalent to 1 lb. and *vice versa* (reduced from 4·33 yards in years previous to 1895-96).
† Piece-Goods only: value including all other sorts (Handkerchiefs, Hosiery, &c., &c.) 61·85 lakhs or
‡ Inclusive of Yarns 656·63 lakhs of rupees.

Foreign Countries to which Grey Cotton-Piece Goods of Bombay Manufacture have been exported since 1892-93.

(FROM GOVERNMENT RETURNS) (*Years ending 31st March.*

Descriptions.	To	In Millions of yards (0000's omitted)						
		1898-99.	1897-98.	1896-97.	1895-96.	1894-95.	1893-94.	1892-93.
T. Cloths	Mozambique	3·71	3·72	2·85	4·16	3·72	3·11	2·71
	Zanzibar	5·65	6·39	8·69	6·30	7·18	4·31	4·01
	Aden	2·05	2·53	·95	·75	·60	·82	·38
	China—Hongkong	·29	·27	·35	2·16	·47	·65	·51
	Do. Treaty Ports*	1·02	1·34	5·05	7·31	4·21	2·23	7·17
	Mekran and Sonmiani	·21	·24	·04	·13	·13	·01	·30
	Abyssinia	1·35	·09	1·80	·65	1·13	3·18	1·69
	Other Countries	2·44	3·05	2·38	2·81	3·35	2·08	
	Total...	16·72	17·63	22·11	24·27	20·79	16·39	16·77
Sheetings ...	Abyssinia	·03	·10	·22	2·95	3·45	1·84	·97
	Mozambique	·06	·75	1·08	1·61	1·72	2·74	6·47
	Zanzibar	3·25	3·07	3·47	5·84	5.16	6·39	8·65
	Aden	·23	·45	·85	1·80	3·12	2·38	1·82
	Arabia	·36	·64	·76	·68	1·28	·65	·73
	China—Treaty Ports* ...	·03	...	·68	·84	·02	·06	·13
	Other Countries	·20	·39	·96	1·52	1·85	·68	·82
	Total...	4·16	5·40	8·02	15·24	16·60	14·74	19·59
Domestics ...	Aden	3·60	4·96	5·40	8·59	8·46	4·66	5·61
	Arabia	·11	·11	·13	·25	·33	·15	·43
	Other Countries	·14	·25	·34	·27	·27	·08	·04
	Total...	3·85	5·32	5·87	9·11	9·06	4·89	6·08

Drills and Jeans...	Zanzibar...	.....	.....	...	.....	.....	.....	.....
	Aden	.....	·02	...	.....	.....	.....	.....
	Other Countries	·02	.....	·10	·02	·01	·07	·19
	Total...	·02	·02	·10	·02	·01	·07	·19
Long Cloths ...	Abyssinia	1·37	·03	2·42	2·18	1·31	1·45	1·87
	Mozambique	·88	·60	·28	.....	·02	·01	·07
	Zanzibar...	·23	·41	1·58	·30	·52	·62	·57
	Aden	3·55	5·07	2·20	1·74	3·58	2·23	2·10
	China—Treaty Ports*... ...	·26	·08	·40	2·50	·96	1·52	3·20
	Arabia	·14	·44	·24	1·19	1·80	1·51	1·54
	Persia	·40	·51	·59	·55	·75	·42	·70
	Straits	·10	·05	·06	·15	·19	·11	·02
	Turkey in Asia...	1·46	1·31	2·30	2.44	2·90	1·94	1·65
	Egypt	·71	·17	·17	1·68	·88	1·10	·95
	Other Countries	·45	·22	·36	·13	·16	·26	·07
	Total...	9·55	8·89	10·60	12·86	13·07	11·17	12·74
Chudders... ...	Aden	·62	·46	·65	·66	·92	·55	·22
	Zanzibar...	1·62	1·89	2·00	1·27	1·27	·88	1·04
	Other Countries	1·18	1·04	·86	1·05	·99	·58	·40
	Total...	3·42	3·39	3·51	2·98	3·18	2·01	1·66
Dhooties	Aden	·04	·02	·08	·03	·06	·06	·16
	Other Countries	·22	·12	·04	·30	·27	·27	·19
	Total...	·26	·14	·12	·33	·33	·33	·35
Other Sorts... ...	Total...	1·67	·52	·21	·09	·10	·01	·03
	Grand Total...	39·65	41·31	50·54	64·90	63·14	49·61	57·41

* Almost entirely to Shanghai.

Descriptions of Grey Cotton Piece Goods of Bombay manufacture exported to Foreign Ports since 1892-93.

From Government Returns.] [*Years ending 31st March.*

DESCRIPTIONS.	In Millions of Yards (0000's omitted.)						
	1898-99.	1897-98.	1896-97.	1895-96.	1894-95.	1893-94.	1892-93.
T. Cloths	16·72	17·63	22·11	24·27	20·79	16·39	16·77
Sheetings	4·16	5·40	8·02	15·24	16·60	14·74	19·59
Domestics	3·85	5·32	5·87	9·11	9·06	4·89	6·08
Drills and Jeans ...	·02	·02	·10	·02	·01	·07	·19
Long Cloths	9·55	8·89	10·60	12·86	13·07	11·17	12·74
Chudders	3·42	3·39	3·51	2·98	3·18	2·01	1·66
Dhooties	·26	·14	·12	·33	·33	·33	·35
Other Sorts	1·67	·52	·21	·09	·10	·01	·03
Total Millions of Yards ...	39·65	41·31	50·54	64·90	63·14	49·61	57·41
Total Lakhs of Rupees ...	47·11	49·22	61·16	80·54	75·95	57·59	65·62

Qualities of Yarns of Bombay Manufacture Exported to Foreign Ports since 1891-92.

From Government Returns.] [*Years ending 31st March.*

DESCRIPTIONS.	In Millions of lbs. (C000's omitted.)							
	1898-99.	1897-98	1896-97.	1895-96.	1894-95.	1893-94.	1892-93.	1891-92.
Mule No. 15s and under	95·82	68·62	50·93	49·37	43·63	35·74	55·99	44·11
„ „ 16s to 24s	101·21	100·05	124·44	121·65	101·99	88·37	113·70	109·78
„ „ 25s to 32s	·17	·13	·18	·21	·42	·41	·20	·30
„ „ 33s to 44s	...	...	·15	·02	·10	·05	·02	·02
Total ...	197·20	168·80	175·70	171·25	146·14	124·57	169·91	154·21
Water No. 20s and under	...	·27	·07	·01	·03	·11	·08	·24
„ „ 21s to 30s	...	...	...	...	...	·05	...	·29
„ „ 31s to 40s	...	...	...	·01	...	·03	·01	·02
Total ...	...	·27	·07	·02	·03	·19	·09	·55
Colored Yarns ... Total ...	·70	·99	·85	1·10	·86	·70	·78	·59
Total Yarns ...	197·90	170·06	176·62	172·37	147·03	125·46	170·78	155·35

Foreign Countries to which Yarns of Bombay Spinning have been exported since 1891-92.

From Government Returns.] [*Years ending 31st March.*

Quality.	To	In Millions of lbs.							
		1898-99.	1897-98.	1896-97.	1895-96.	1894-95.	1893-94.	1892-93.	1891-92.
Mule No. 15s and under	Aden	·98	1·24	·85	·86	1·50	·99	·71	1·47
	Japan	...	...	...	...	...	·03	·20	·01
	China, Hongkong	62·75	43·07	32·99	35·78	33·71	24·87	43·95	33·14
	China, Treaty Ports*	31·18	23·63	16·37	12·13	7·74	9·61	10·91	9·17
	Other Countries...	·91	·68	·72	·60	·68	·24	·22	·32
	Total ...	95·82	68·62	50·93	49·37	43·63	35·74	55·99	44·11
16s to 24s ...	Aden	·50	·58	·45	·42	·54	·41	·29	·52
	Japan	·04	·35	·64	1·21	2·58	5·64	6·82	6·67
	China, Hongkong	49·86	47·74	59·41	53·00	57·12	42·31	53·71	50·09
	China, Treaty Ports*	44·40	46·06	59·44	62·58	35·05	35·54	50·32	47·18
	Straits	3·71	3·16	2·57	2·54	4·25	2·83	1·25	3·41
	Other Countries	2·71	2·16	1·93	1.90	2·45	1·64	1·31	1·91
	Total ...	101·22	100·05	124·44	121·65	101·99	88·37	113·70	109·78
Above No. 24s ...	Total ...	·16	·14	·33	·23	·52	·46	·22	·32
	Total Mule ...	197·20	168·81	175·70	171·25	146·14	124·57	169·91	154·21
Water	„ Water ...	...	·27	·07	·02	·03	·19	·09	·55
Colored	„ Colored ...	·70	·99	·85	1·10	·86	·70	·78	·59
	Grand Total ...	197·90	170·07	176·62	172·37	147·03	125·46	170·78	155·35
	Value in Lakhs of Rs.	590·69	594·78	648·92	629·60	525·80	465·05	614·08	555·55

* Almost entirely to Shanghai.

RECEIPTS at, and Exports from Bombay Port, also Mill consumption in the Island of Bombay. In thousands of Bales (000s omitted). *Years ending 30th June.*

Years ending 30th June	Receipts	EXPORTS TO			Mill Consumption.	Total.	Years ending 30th June	Receipts	EXPORTS TO			Mill Consumption.	Total.
		Europe.	Elsewhere.	Total.					Europe.	Elsewhere.	Total.		
1861	...	835	61	896	American War. In '63 & '64 Bombay imported Cotton from China.		1881	1,244	874	60	934	273	1,207
1862	...	911	8	919			1882	1,832	1,521	87	1,608	277	1,885
1863	...	867	3	870			1883	1,770	1,335	95	1,430	313	1,743
1864	...	1,065	1	1,066			1884	1,759	1,295	100	1,395	348	1,743
1865	...	1,187	14	1,201	42	1,243	1885	1,139	791	70	861	392	1,253
1866	...	1,277	5	1,282	46	1,328	1886	1,480	1,009	61	1,070	391	1,461
1867	...	1,030	48	1,078	47	1,125	1887	1,703	1,147	40	1,187	454	1,641
1868	...	1,225	56	1,281	48	1,329	1888	1,472	893	58	951	500	1,451
1869	...	1,115	50	1,165	49	1,214	1889	1,851	1,286	46	1,332	565	1,897
1870	...	967	39	1,006	50	1,056	1890	2,235	1,488	71	1,559	636	2,195
1871	1,085	1,002	48	1,050	52	1,102	1891	2,020	1,070	107	1,177	762	1,939
1872	1,151	1,079	34	1,113	53	1,166	1892	1,770	905	202	1,107	728	1,835
1873	978	917	34	951	67	1,018	1893	1,738	816	169	985	724	1,709
1874	1,311	1,192	25	1,217	83	1,300	1894	1,769	908	159	1,067	731	1,798
1875	1,345	1,285	20	1,305	135	1,440	1895	1,540	525	143	668	815	1,483
1876	1,073	980	35	1,015	147	1,162	1896	2,151	800	346	1,146	849	1,995
1877	1,141	920	38	958	161	1,119	1897	1,612	603	405	1,008	703	1,711
1878	961	800	46	846	204	1,050	1898	1,730	424	409	833	817	1,650
1879	832	652	64	716	181	897	1899	2,033	578	520	1,098	951	2,049
1880	1,171	874	34	908	220	1,128							

Exports of Cotton, Wool, Linseed, Rape Seed, Gingelly Seed, Wheat and Myrabollams from Bombay to Europe (including Port Said for orders) from the year 1878 *to* 1899.

Year.	Cotton.	†Wool.	Linseed.	Rape Seed.	Gingelly Seed.	Wheat.	Myrabollams.
	F. P. Bales.	F. P. Bales.	Cwts.	Cwts.	Cwts.	Cwts.	Cwts.
1878	726,484	64,259	682,878	550,292	426,970	236,153	269,898
1879*	641,457	65,667	480,261	223,414	534,837	120,148	152,627
1880*	922,050	84,418	1,711,202	217,553	528,406	1,948,681	257,701
1881*	1,002,763	63,381	2,081,783	737,315	989,662	9,364,804	192,844
1882*	1,459,924	69,151	3,192,310	710,222	1,113,712	8,351,492	328,300
1883	1,335,468	61,385	4,253,614	1,230,959	1,446,400	9,713,838	344,480
1884	1,231,057	54,534	4,241,773	1,369,165	1,366,430	7,296,654	276,072
1885	742,155	56,783	5,224,973	1,754,878	1,360,031	10,851,235	506,089
1886	1,073,416	68,661	3,554,189	1,441,584	1,224,552	12,356,690	512,095
1887	1,111,931	57,169	2,407,532	1,055,912	1,534,750	9,248,564	511,826
1888	887,047	58,061	2,761,121	1,892,459	810,217	9,660,701	444,790
1889	1,323,496	69,004	2,159,194	2,296,192	942,834	6,100,879	660,515
1890	1,439,921	62,620	2,492,658	806,187	1,102,814	5,452,881	489,976
1891	1,028,417	56,695	4,773,505	1,462,833	1,243,077	13,310,857	486,222
1892	954,243	53,275	3,805,823	1,758,459	1,227,560	9,374,762	620,133
1893	857,771	49,538	4,319,264	4,275,862	1,510,317	5,043,690	563,053
1894	797,070	54,678	5,389,941	3,306,108	1,126,418	1,561,048	1,076,482
1895	624,465	61,586	2,639,749	1,829,827	1,379,335	2,522,933	775,582
1896	772,258	58,520	3,214,613	1,495,463	1,186,842	1,429,572	839,314
1897	511,899	51,710	775,838	1,874,663	831,398	5,343	555,081
1898	490,544	51,653	2,729,122	2,287,393	1,847,419	5,781,881	635,732
1899	500,232	53,272	2,136,142	1,967,680	1,613,679	2,852,863	752,343

* Including transhipments in Harbour. † Including goat hair.

Total Imports of Treasure from Foreign Countries into Bombay during the year 1899.

From 1st to 31st January 1899.

FROM	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	5,37,600	3,04,390	.....	42,55,187	.....	4,398	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	225	65,671	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York ...	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	1,56,024	4,51,250	.....	2,31,439	.....	.....	.....
CHINA—							
Hongkong and Shanghai.....	17,124	19,825	.....	.....	.....	.....	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	.....	2,260	.....
OTHER PORTS.....	840	4,59,566	75,663	2,621	6,11,161	2,38,111	132
Total Imports from 1st to 31st January 1899	7,11,588	12,35,256	1 41,334	44,89,247	6,11,161	2,44,769	132
Imported same time last year...	47,84,947	13,95,354	27,476	1,09,26,437	37,010	9,48,693	61

Total Imports of Treasure from Foreign Countries into Bombay during the year 1899—*contd.*

From 1st to 28th February 1899.

FROM	GOLD.			SILVER.			
		COIN.			COIN.		
	Bullion.	Sovereigns and Half Sovereigns.	Other Coin.	Bullion.	Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	8,95,440	9,444	.....	47,64,015	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	1,20,000	.....	.....	730	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	88,53,906	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	.....	.....	.....	.....	11,500	.....
STRAITS—							
Penang and Singapore	.....	75,156	.....	.....	20	.....	.....
OTHER PORTS	2,802	68,06,686	1,05,103	.....	3,69,401	1,60,491	107
Total	8,98,242	1,57,45,192	2,25,103	47,64,015	3,69,421	1,72,721	107
Previously Imported	7,11,588	12,35,256	1,41,334	44,89,247	6,11,161	2,44,769	132
Total Imports from 1st January to 28th February 1899	16,09,830	1,69,80,448	3,66,437	92,53,262	9,80,582	4,17,490	239
Imported same time last year	85,39,250	24,71,350	1,42,644	1,85,56,303	2,06,575	16,01,151	178

Total Imports of Treasure from Foreign Countries into Bombay during the year 1899—*contd.*

From 1st to 31st March 1899.

FROM	GOLD.			SILVER.			
		Coin.			Coin.		
	Bullion.	Sovereigns and Half Sovereigns.	Other Coin.	Bullion.	Dollars.	Government of India Rupees.	Other Coin.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
United Kingdom— London	30,11,200	3,130	4,252	30,81,431	.....	.....	.....
Continent of Europe— Trieste, Marseilles, &c.	8,043	165	1,61,064	.....	.....	.....	.....
United States— San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
Australia— Melbourne, Sydney, Adelaide, &c.	.....	27,00,000	.....	.....	.....	.....	.....
China— Hongkong and Shanghai	.....	.....	.....	1,36,266	24	.....	.....
Straits— Penang and Singapore	.....	.....	.....	.....	.....	.....	.....
Other Ports	5,062	25,02,123	98,228	.....	4,49,373	1,24,796	8
Total.....	30,24,305	52,05,418	2,63,544	32,17,697	4,49,397	1,24,796	8
Previously Imported.....	16,09,830	1,69,80,448	3,66,437	92,53,262	9,80,582	4,17,490	239
Total Imports from 1st January to 31st March 1899	46,34,135	2,21,85,866	6,29,981	1,24,70,959	14,29,979	5,42,286	247
Imported same time last year...	1,07,83,852	30,68,426	3,81,300	2,75,67,394	3,66,791	18,56,657	796

Total Imports of Treasure from Foreign Countries into Bombay during the year 1899—*contd.*

From 1st to 30th April 1899.

FROM	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half-Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
UNITED KINGDOM—							
London	30,77,300	1,51,250	.....	78,83,870	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	3,20,781	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York ...	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	37,50,000	.....	76,334	.....	.....	.....
CHINA—							
Hongkong and Shanghai	7,812	11,675	.....	4,57,760	.....	.....	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	.....	.....	.....
OTHER PORTS	3,485	3,43,919	92,029	.....	2,05,231	1,12,174	1,647
Total.....	30,88,597	42,56,844	4,12,810	84,17,964	2,05,231	1,12,174	1,647
Previously Imported	46,34,135	2,21,85,866	6,29,981	1,24,70,959	14,29,979	5,42,286	247
Total Imports from 1st January to 30th April 1899	77,22,732	2,64,42,710	10,42,791	2,08,88,923	16,35,210	6,54,460	1,894
Imported same time last year...	1,18,68,105	41,35,105	6,13,581	3,89,33,406	7,32,804	20,35,511	872

Total Imports of Treasure from Foreign Countries into Bombay during the year 1899—*contd.*

From 1st to 31st May 1899.

FROM	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	23,05,000	6,43,654	.....	27,53,048	.....	4,556	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	1,100	.....	3,51,333	.....	.....	788	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	1,51,401	.....	.....	1,72,786	.....	.....	.....
CHINA—							
Hongkong and Shanghai	46,842	18,300	.....	.....	.....	.....	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	20,816	.....	.....
OTHER PORTS	2,035	17,09,290	1,68,170	.....	92,172	1,09,940	100
Total	25,06,378	23,71,244	5,19,503	29,25,834	1,12,988	1,15,284	100
Previously Imported	77,22,732	2,64,42,710	10,42,791	2,08,88,923	16,35,210	6,54,460	1,894
Total Imports from 1st January to 31st May 1899	1,02,29,110	2,88,13,954	15,62,294	2,38,14,757	17,48,198	7,69,744	1,994
Imported same time last year	1,48,33,804	55,59,346	8,36,571	5,12,83,097	11,12,982	22,71,866	878

Total Imports of Treasure from Foreign Countries into Bombay during the year 1899—*contd.*

From 1st to 30th June 1899.

FROM	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	27,60,000	52,369	.....	51,38,685	17	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	18,600	2,025	79,080	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	11,29,687	.....	1,71,006	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	28,212	.....	.....	6	.....	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	.....	.....	.....
OTHER PORTS	4,872	7,63,467	1,09,801	4,853	1,76,467	1,28,943	488
Total.....	27,83,472	19,75,760	1,88,881	53,14,544	1,76,490	1,28,943	488
Previously Imported.....	1,02,29,110	2,88,13,954	15,62,294	2,38,14,757	17,48,198	7,69,744	1,994
Total Imports from 1st January to 30th June 1899	1,30,12,582	3,07,89,714	17,51,175	2,91,29,301	19,24,688	8,98,687	2,482
Imported same time last year...	1,82,66,692	68,90,590	14,37,767	5,82,13,431	17,05,580	26,34,352	1,761

Total Imports of Treasure from Foreign Countries into Bombay during the year 1899—*contd.*

From 1st to 31st July 1899.

FROM	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
UNITED KINGDOM—							
London	11,19,400	24,655	.....	94,03,257	.....	5,920	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	2,071	7,800	1,57,859	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York ...	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c..	1,61,520	11,25,000	.....	1,31,720	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	15,250	.....	.....	.....	16,000	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	.....	.....	.....
OTHER PORTS	9,733	5,99,866	2,37,995	.....	2,01,382	1,44,419	68
Total ...	12,92,724	17,72,571	3,95,854	95,34,977	2,01,382	1,66,339	68
Previously Imported.....	1,30,12,582	3,07,89,714	17,51,175	2,91,29,301	19,24,688	8,98,687	2,482
Total Imports from 1st January to 31st July 1899	1,43,05,306	3,25,62,285	21,47,029	3,86,64,278	21,26,070	10,65,026	2,550
Imported same time last year ...	2,41,44,340	82,64,663	17,44,419	6,30,06,345	23,60,829	30,47,862	4,496

Total Imports of Treasure from Foreign Countries into Bombay during the year 1899—*contd.*

From 1st to 31st August 1899.

FROM	GOLD.			SILVER.			
		Coin.			Coin.		
	Bullion.	Sovereigns and Half Sovereigns.	Other Coin.	Bullion.	Dollars.	Government of India Rupees.	Other Coin.
United Kingdom—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	16,97,600	36,751	.....	66,95,568	.....	.....	.....
Continent of Europe—							
Trieste, Marseilles, &c.	.....	.....	2,40,000	.....	.....	.....	.....
United States—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
Australia—							
Melbourne, Sydney, Adelaide, &c.	3,95,490	7,50,000	.....	.....	.....	.....	.....
China—							
Hongkong and Shanghai	28,800	10,675	56	.....	.....	55,000	.....
Straits—							
Penang and Singapore	.....	.....	.....	.....	13,514	.....	.....
Other Ports	1,74,912	2,32,563	1,10,955	6,880	63,513	1,20,630	4
Total	22,96,802	10,29,989	3,51,011	67,02,448	77,027	1,75,630	4
Previously Imported	1,43,05,306	3,25,62,285	21,47,029	3,86,64,278	21,26,070	10,65,026	2,550
Total Imports from 1st January to 31st August 1899	1,66,02,108	3,35,92,274	24,98,040	4,53,66,726	22,03,097	12,40,656	2,554
Imported same time last year	2,69,70,383	92,85,604	19,87,415	6,64,13,496	34,56,843	31,20,935	4,536

Total Imports of Treasure from Foreign Countries into Bombay during the year 1899—*contd.*

From 1st to 30th September 1899.

FROM	GOLD.			SILVER.			
		COIN.			COIN.		
	Bullion.	Sovereigns and Half Sovereigns.	Other Coin.	Bullion.	Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	9,61,600	23,266	.....	43,41,990	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	547	81,398	1,19,878	.....	894	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	7,560	7,500	.....	8,40,934	.....	.....	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	.....	.....	.....
OTHER PORTS	8,612	1,30,064	86,787	2,373	46,148	97,741	26
Total ...	9,77,772	1,61,377	1,68,185	53,05,175	46,148	98,635	26
Previously Imported	1,66,02,108	3,35,92,274	24,98,040	4,53,66,726	22,03,097	12,40,656	2,554
Total Imports from 1st January to 30th September 1899	1,75,79,880	3,37,53,651	26,66,225	5,06,71,901	22,49,245	13,39,291	2,580
Imported same time last year	2,96,84,213	98,83,970	20,12,900	6,98,60,057	43,00,126	32,43,021	4,661

Total Imports of Treasure from Foreign Countries into Bombay during the year 1899—*contd.*

From 1st to 31st October 1899.

FROM	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	*7,68,636	2,34,263	1,362	73,23,353	.....	4,000	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	2,80,000	83,792	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	36,75,000	.....	4,17,610	.....	.....	.....
CHINA—							
Hongkong and Shanghai	24,234	7,625	.....	3,04,053	.....	12,400	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	.....	.....	.....
OTHER PORTS	18,764	2,22,160	21,09,772	3,483	47,845	1,74,749	.....
Total	8,11,634	41,39,048	23,91,134	81,32,291	47,845	1,91,149	.....
Previously Imported	1,75,79,880	3,37,53,651	26,66,225	5,06,71,901	22,49,245	13,39,291	2,580
Total Imports from 1st January to 31st October 1899	1,83,91,514	3,78,92,699	50,57,359	5,88,04,192	22,97,090	15,30,440	2,580
Imported same time last year	3,13,64,682	1,15,54,212	24,00,771	7,46,30,819	46,74,005	33,29,332	4,740

Total Imports of Treasure from Foreign Countries into Bombay during the year 1899—*contd.*

From 1st to 30th November 1899.

FROM	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	5,37,200	10,05,457	.....	47,70,259	.....	31	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	4,465	30	76,220	57,803	472	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	4,50,000	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	1,91,175	.....	.....	.....	6,000	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	.....	.....	.....
OTHER PORTS	11,251	1,84,684	30,03,438	.....	29,549	3,30,685	22
Total.....	5,52,916	18,31,346	30,79,658	48,28,062	30,021	3,36,716	22
Previously Imported.....	1,83,91,514	3,78,92,699	50,57,359	5,88,04,192	22,97,090	15,30,440	2,580
Total Imports from 1st January to 30th November 1899.....	1,89,44,430	3,97,24,045	81,37,017	6,36 32,254	23,27,111	18,67,156	2,602
Imported same time last year.....	3,33,65,373	1,28,54,610	25,59,971	7,92,23,755	53,39,843	33,94,403	4,830

Total Imports of Treasure from Foreign Countries into Bombay during the year 1899—*concld.*

From 1st to 31st December 1899.

FROM	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	14,70,605	9,58,600	75,000	46,27,663	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	7,220	4,140	2,05,031	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	7,800	9,000	.....	.....	.....	.....	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	.....	.....	.....
OTHER PORTS	19,940	1,79,805	23,26,693	.....	40,797	4,04,665	.....
Total.....	15,05,565	11,51,545	26,06,724	46,27,663	40,797	4,04,665	.....
Previously Imported.....	1,89,44,430	3,97,24,045	81,37,017	6,36,32,254	23,27,111	18,67,156	2,602
Total Imports from 1st January to 31st December 1899	2,04,49,995	4,08,75,590	1,07,43,741	6,82,59,917	23,67,908	22,71,821	2,602
Imported same time last year...	3,41,55,759	1,34,41,715	28,30,212	8,06,35,856	59,74,428	35,33,023	4,854

Total Exports of Treasure to Foreign Countries from Bombay during the year 1899.

From 1st to 31st January 1899.

TO	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	21,11,209	.....	.....	.....	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	.....	.....	.....	1,46,693	.....	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	159	14,71,000	.....	.....
OTHER PORTS	.....	.....	1,742	7,698	.....	3,23,500	223
Total Exports from 1st to 31st January 1899	21,11,209	.....	1,742	7,857	16,17,693	3,23,500	223
Exported same time last year	29,52,898	.....	1,350	.....	16,56,912	.....	.....

Total Exports of Treasure to Foreign Countries from Bombay during the year 1899—*contd.*

From 1st to 28th February 1899.

TO	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	19,86,071	.....	.....	.....	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	.....	.....	.....	75,579	.....	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	37,79,699	.....	.....
OTHER PORTS	.....	.....	24,662	2,236	1,124	6,26,000	300
Total ...	19,86,071	.....	24,662	2,236	38,56,402	6,26,000	300
Previously Exported...	21,11,209	.....	1,742	7,857	16,17,693	3,23,500	223
Total Exports from 1st January to 28th February 1899	40,97,280	.....	26,404	10,093	54,74,095	9,49,500	523
Exported same time last year...	49.53,417	.....	6,810	.....	33,81,116	700	5,385

Total Exports of Treasure to Foreign Countries from Bombay during the year 1899—*contd.*

From 1st to 31st March 1899.

TO	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	17,32,598	.....	.....	.....	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	6,000
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	.....	.....	.....	.....	.....	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	34,50,973	.....	.....
OTHER PORTS	...	.....	15,498	.....	.....	5,38,500	.....
Total ...	17,32,598	.....	15,498	.....	34,50,973	5,38,500	6,000
Previously Exported...	40,97,280	.....	26,404	10,093	54,74,095	9,49,500	523
Total Exports from 1st January to 31st March 1899	58,29,878	.....	41,902	10,093	89,25,068	14,88,000	6,523
Exported same time last year ...	68,03,210	.....	6,810	2,201	64,38,270	700	5,385

Total Exports of Treasure to Foreign Countries from Bombay during the year 1899—*contd.*

From 1st to 30th April 1899.

TO	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	11,89,517	.....	.....	.....	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	.....	.....	.....	.....	.....	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	20,18,639	.....	.....
OTHER PORTS	.....	.....	5,600	.....	.....	5,47,700	.....
Total...	11,89,517	.....	5,600	.....	20,18,639	5,47,700	.....
Previously Exported...	58,29,878	.....	41,902	10 093	89,25,068	14,88,000	6,523
Total Exports from 1st January to 30th April 1899	70,19,395	.....	47,502	10,093	1,09,43,707	20,35,700	6,523
Exported same time last year...	86,30,232	.....	6,810	2,201	94,62,486	1,94,650	5,385

Total Exports of Treasure to Foreign Countries from Bombay during the year 1899—*contd.*

From 1st to 31st May 1899.

TO	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	29,54,714	.....	.....	.....	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	.....	.....	.....	.....	.....	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	30,25,744	.....	.....
OTHER PORTS	.....	.....	8,100	2,061	.....	2,74,750	.....
Total	29,54,714	.....	8,100	2,061	30,25,744	2,74,750	.....
Previously Exported	70,19,395	.....	47,502	10,093	1,09,43,707	20,35,700	6,523
Total Exports from 1st January to 31st May 1899	99,74,109	.....	55,602	12,154	1,39,69,451	23,10,450	6,523
Exported same time last year	1 07,91,846	.....	6,810	4,283	1,61,66,641	5,60,900	5,385

Total Exports of Treasure to Foreign Countries from Bombay during the year 1899—*contd.*

From 1st to 30th June 1899.

TO	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
United Kingdom—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	20,21,666	.....	.....	.....	.....	.....	.....
Continent of Europe—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
United States—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
Australia—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
China—							
Hongkong and Shanghai	.....	.....	.....	.....	.....	.....	.....
Straits—							
Penang and Singapore	.....	.....	.....	.....	7,37,296	.....	.....
Other Ports	.....	.....	5,400	10,988	26,640	9,00,565	.....
Total	20,21,666	.....	5,400	10,988	7,63,936	9,00,565	.....
Previously Exported	99,74,109	.....	55,602	12,154	1,39,69,451	23,10,450	6,523
Total Exports from 1st January to 30th June 1899	1,19,95,775	.....	61,002	23,142	1,47,33,387	32,11,015	6,523
Exported same time last year	1,28,48,131	1,512	6,810	4,283	1,99,35,886	13,35,670	5,385

Total Exports of Treasure to Foreign Countries from Bombay during the year 1899—*contd.*

From 1st to 31st July 1899.

TO	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	23,15,439	.....	.....	.....	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	.....	.....	.....	.....	.....	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	38,91,181	.....	.....
OTHER PORTS	.....	.....	13,812	.....	17,223	25,06,700	500
Total ...	23,15,439	.....	13,812	.....	39,08,404	25,06,700	500
Previously Exported...	1,19,95,775	.....	61,002	23,142	1,47,33,387	32,11,015	6,523
Total Exports from 1st January to 31st July 1899	1,43,11,214	.....	74,814	23,142	1,86,41,791	57,17,715	7,023
Exported same time last year	1,48,55,663	24.012	15,560	4.283	2,32,77 302	27,21,940	5,385

Total Exports of Treasure to Foreign Countries from Bombay during the year 1899—*contd.*

From 1st to 31st August 1899.

TO	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	20,68,652	.....	.....	.....	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	.....	.....	.....	.....	.....	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	30,40,115	.....	.....
OTHER PORTS	.....	.....	26,845	15,101	2,350	24,36,357	.....
Total ...	20,68,652	.....	26,845	15,101	30,42,465	24,36,357	.....
Previously Exported...	1,43,11,214	.....	74,814	23,142	1,86,41,791	57,17,715	7,023
Total Exports from 1st January to 31st August 1899	1,63,79,866	.....	1,01,659	38,243	2,16,84,256	81,54,072	7,023
Exported same time last year...	1,69,90,287	24,012	22,960	4,283	2,59,20,442	45,41,970	5,385

Total Exports of Treasure to Foreign Countries from Bombay during the year 1899—*contd.*

From 1st to 30th September 1899

TO	GOLD.			SILVER.			
		COIN.			COIN.		
	Bullion.	Sovereigns and Half Sovereigns.	Other Coin.	Bullion.	Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	13,96,693	.....	.....	.....	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	.....	.....	.....	2,26,672	.....	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	18,43,616	.....	.....
OTHER PORTS	.....	.....	7,000	.....	6,925	3,41,500	1,000
Total...	13,96,693	.....	7,000	.....	20,77,213	3,41,500	1,000
Previously Exported...	1,63,79,866	.....	1,01,659	38,243	2,16 84,256	81,54,072	7,023
Total Exports from 1st January to 30th September 1899	1,77,76,559	.....	1,08,659	38,243	2,37,61,469	84,95,572	8,023
Exported same time last year...	1,89,50,892	24,012	43,585	6,506	2,62,36,653	54,56,370	5,385

Total Exports of Treasure to Foreign Countries from Bombay during the year 1899—*contd.*

From 1st to 31st October 1899.

TO	GOLD.			SILVER.			
		Coin.			Coin.		
	Bullion.	Sovereigns and Half Sovereigns.	Other Coin.	Bullion.	Dollars.	Government of India Rupees.	Other Coin.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
UNITED KINGDOM—							
London	30,70,849	.....	.....	.....	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	925	.....	2,350	.....	1,000
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	.....	.....	.....	5,16,422	.....	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	31,56,018	.....	.....
OTHER PORTS	.....	.....	14,517	.....	700	4,70,000	.....
Total	30,70,849	.....	15,442	.....	36,75,490	4,70,000	1,000
Previously Exported	1,77,76,559	.....	1,08,659	38,243	2,37,61,469	84,95 572	8,023
Total Exports from 1st January to 31st October 1899	2,08,47,408	.....	1,24,101	38,243	2,74,36,959	89,65 572	9,023
Exported same time last year	2,10,13,020	24,862	45,835	15,420	2,62,67,918	71,79,659	6,035

Total Exports of Treasure to Foreign Countries from Bombay during the year 1899—*contd.*

From 1st to 30th November 1899.

TO	GOLD.			SILVER.			
		COIN.			COIN.		
	Bullion.	Sovereigns and Half Sovereigns.	Other Coin.	Bullion.	Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	22,56,612	.....	.....	.....	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	1,100
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	.....	.....	1,57,416	72,337	.....	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	46,04,507	.....	.....
OTHER PORTS	.....	.....	.....	.....	.....	11,38,024	.....
Total	22,56,612	.....	.....	1,57,416	46,76,844	11,38,024	1,100
Previously Exported...	2,08,47,408	.....	1,24,101	38,243	2,74,36,959	89,65,572	9,023
Total Exports from 1st January to 30th November 1899	2,31,04,020	.....	1,24,101	1,95,659	3,21,13,803	1,01,03,596	10,123
Exported same time last year...	2,29,55,743	24,862	59,166	17,595	2,74,36,324	78,36,359	6,035

Total Exports of Treasure to Foreign Countries from Bombay during the year 1899—*concld.*

From 1st to 31st December 1899.

TO	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	15,54,306	.....	.....	.....	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	1,200
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	.....	.....	.....	10,60,422	.....	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	97,03,268	.....	.....
OTHER PORTS	.....	16,957	.....	.....	.....	5,00,000	.....
Total...	15,54,306	16,957	.....	.....	1,07,63,690	5,00,000	1,200
Previously Exported...	2,31,04,020	.....	1,24,101	1,95,659	3,21,13 803	1,01,03,596	10,123
Total Exports from 1st January to 31st December 1899	2,46,58,326	16,957	1,24,101	1,95,659	4,28,77,493	1,06,03,596	11,323
Exported same time last year..	2,49,69,035	24 862	76,870	24.279	2,79.56,718	83,46,359	6.435

QUOTATIONS.	Week ending 6th January.	Week ending 13th January.	Week ending 20th January.	Week ending 27th January.	Week ending 3rd February.	Week ending 10th February.	Week ending 17th February.	Week ending 24th February.
EXCHANGE.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.
On England Bank Bills, Tel. Transfer ... Sight	1s. 4 1/16d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4d.	1s. 4 1/32d.
" " " ...	1s. 4 1/16d.	1s. 4d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 5/32d.	1s. 4 1/16d.	1s. 4 3/32d.	1s. 4 1/16d.
" " " ... 3 m'ths'	1s. 4 5d.	1s. 4 3-16d.	1s. 4 5/32d.	1s. 4d.	1s. 4 11/32d.	1s. 4 3/16d.	1s. 4 5/32d.	1s. 4 3/32d.
First-class Credits ... ... 3 "	1s. 4 3d.	1s. 4 5-16d.	1s. 4 9/32d.	1s. 4 11/32d.	1s. 4 11/32d.	1s. 4 9/32d.	1s. 4 9/32d.	1s. 4 5/32d.
" ... ... 6 "	1s. 4 3d.	1s. 4 7-16d.	1s. 4d.	1s. 4 9/32d.	1s. 4 9/32d.	1s. 4 7/32d.	1s. 4d.	1s. 4 3/32d.
Documents ... ... 3 "	1s. 4 5/16d.	1s. 4 11/32d.	1s. 4 5/16d.	1s. 4 3/8d.	1s. 4d.	1s. 4 5/16d.	1s. 4 5/16d.	1s. 4 5/16d.
" ... ... 6 "	1s. 4 13/32d.	1s. 4 15/32d.	1s. 4 13/32d.	1-71	1-71	1-70½	1-70½	1-70½
Paris Francs Mercantile Bills ... 3 "	1-70⅝	1-71⅛	1-71⅛	100 1/16	100 1/16	100 1/32	100 1/32	100 1/16
On Calcutta Bank Telegraphic Transfer ...	100 1/16	100 1/16	100 3/32	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
	Rs. a. p.	Rs. a. p.	Rs. a. p.	H. 143 0 0	H. 143 8 0	H. 144 0 0	H. 144 0 0	H. 144 0 0
On China Mercantile Bills 30 days' ... per 100 $	H. 143 8 0	H. 143 8 0	H. 143 0 0	S. 197 0 0	S. 198 0 0	S. 197 8 0	S. 198 0 0	S. 197 0 0
Sight. ... per 100 $	S. 197 0 0	S. 198 0 0	S. 197 8 0	J. 149 0 0	J. 149 0 0	J. 149 8 0	J. 149 8 0	J. 149 0 0
	J. 149 4 0	J. 149 8 0	J. 149 12 0	23 15 0	23 14 0	23 15 0	24 1 0	24 2 0
English Bar Gold, 100 touch (per tola)... ...	23 15 6	23 15 0	23 15 0	15 0 6	15 0 6	15 0 6	15 1 0	15 2 0
Sovereigns	15 0 6	15 0 0	15 0 6	72 8 0 Rdy.	72 8 0 Rdy.	72 11 0 Rdy.	72 14 0 Rdy.	73 0 0 Rdy.
Bar Silver	72 10 0Rdy.	72 4 0 Rdy	72 8 0 Rdy.	72 9 0 Fwd.	72 9 0 Fwd.	72 13 0 Fwd.	73 0 0 Fwd.	73 0 0 Fwd.
	72 5 0Fwd.	72 9 0Fwd.	72 9 0 Fwd.					
RATES OF DISCOUNT.								
Bank Rates of Discount on Private Bills 60 days' Sight	8 per cent.	9 per cent.	8 per cent.	8 to 9 per cent.	9 per cent.	9 per cent.	8 to 9 per cent.	8 to 9 per cent.
Bank Rates of Interest on Demand Loans on Government Securities	6 "	7 "	7 "	7 "	7 "	7 "	7 "	7 "
Rate of Interest in the open Market on Government Paper	5 "	6 "	6 "	6 "	6 "	5 "	5 "	5 "
GOVERNMENT SECURITIES.								
Three-and-a-half per cent.	Rs. 94 2 0	Rs. 95 8 0	Rs. 97 12 0	Rs. 98 5 0	Rs. 98 10 0	Rs. 98 10 0	Rs. 100 6 0	Rs. 101 0 0
Three per cent.	" 87 0 0 Nl.	" 87 0 0 Nl.	" 89 0 0 Nl.	" 89 0 0	" 89 0 0	" 90 0 0	" 93 8 0	" 95 8 0
IMPORTS.								
Piece Goods—								
7lbs. 36 in. 37½ yds. Grey Shirtings (per piece)	Rs. 2 13 0	Rs. 2 13 0	Rs. 2 13 6	Rs. 2 13 0	Rs. 2 13 0	Rs. 2 13 0	Rs. 2 13 0	Rs. 2 13 0
8lbs. 38 in. 37½ to 38 yds. " "	" 3 3 0	" 3 3 0	" 3 3 0	" 3 3 0	" 3 3 0	" 3 3 0	" 3 3 0	" 3 3 0
No. 40s Mule Twist (per lb.)	As. 6¾ to 7¼	As. 6¾ to 7¼	As. 6¾ to 7¼	As. 6¾ to 7¼	As. 6¾ to 7¼	As. 6¾ to 7¼	As. 7 to 7¼	As. 7 to 7¼
No. 30s Water " " ...	" 6¾ to 6	" 6¾ to 6	" 6¾ to 6	" 6¾ to 6	" 6¾ to 6	" 6¾ to 6	" 6¾ to 6	" 6¾ to 6
Copper Brasiers (in bundles) per cwt. ...	Rs. 50 0 0	Rs. 51 0 0	Rs. 52 0 0	Rs. 54 0 0	Rs. 55 0 0	Rs. 55 4 0	Rs. 55 4 0	Rs. 54 4 0
Yellow Metal " " ...	" 42 0 0	" 42 0 0	" 43 0 0	" 44 0 0	" 46 0 0	" 46 4 0	" 45 4 0	" 44 4 0
Belgian No. 2 Bar Iron (per candy of 746½ lbs.)	" 33 8 0	" 33 8 0	" 33 8 0	" 32 0 0	" 32 8 0	" 32 8 0	" 33 8 0	" 33 8 0
Basic Steel " " ...	" 34 0 0	" 34 0 0	" 34 0 0	" 33 0 0	" 33 0 0	" 34 0 0	" 34 8 0	" 34 8 0
Swedish Bar Iron " " ...	" 55 0 0	" 55 0 0	" 55 0 0	" 54 0 0	" 54 0 0	" 54 8 0	" 54 8 0	" 54 8 0
Davison's West Hartley Coal (per ton) alongside	.....	" 18 Ready	" 17½ Ready	" 17 Ready	" 17 Ready	.....	" 17 Ready	" 17½ Ready
Cardiff Coal " " ...	" 22 0 0Rdy	" 20¾ "	" 20¾ "	" 20 "	.....	" 19½ Ready	" 19½ "	" 20 "
Japan " " ...	.....	.....	.....	.....	" 19½ "	.....	.....	" 13½ "
Deshargbur (Bengal) " " ...	" 15½ "	" 15½ "	" 15 "	" 15½ "	" 15½ "	" 15½ "	.....	" 14½ "
Muir's Navigation " " ...	.....	" 14½ "	" 14 "	" 14 "	" 14 "	" 14 "	.....	" 13½ "
Jardine's " " " ...	.....	" 14 "	" 14 "	" 14 "	" 14 "	" 14½ "	.....	" 13½ "
Seebpore " " " ...	.....	.....	" 14½ "	.....	" 14½ "	.....	.....	" 14½ "
Singareni " Rail Dly.	" 13 10 0 Rdy	" 13½ "	" 13½ "	" 13½ "	" 13½ "	" 13½ "	.....	.....
EXPORTS.								
Jute (Full-pressed ; per candy of 784 lbs.)—								
Bimch ... ... Fine ...	Rs. 152 Feb.-Mar.	Rs. 153 Feb.-Mar.	Rs. 151 Feb.-Mar.	Rs. 154 Feb.-Mar.	Rs. 154 Feb.-Mar.	Rs. 155 Feb.-Mar.	Rs. 161 Feb.-Mar.	Rs. 160 Rdy.
Do. ... ... Good ...	" 151-15 to 25 "	" 152-15to25 "	" 151 15to 25 "	" 153 15to25 "	" 153 15to25 "	" 153½ 15to25 "	" 159 15to25 "	" 158 15to25Mar
Cornwarties, Good Staple ... ... F.G. ...	" 130 Jan.-Feb.	" 131 30 Jan.	" 132 25 Jan.	" 133 Jan.	" 133 Feb.	" 132 3 Feb.	" 136 Feb.-Mar.	" 136 Ready
" " " ... Good ...	.....	" 127 Jan.-Feb.	" 128 "	" 128 "	" 128 "	" 128 "	" 132 "	" 131 "
Khandsish ... ... F.G. ...	" 126 Jan.-Feb.	" 126 "	" 126 "	" 128 "	" 126 1/7 Feb.	" 127 "	" 130 "	" 128 "
" ... ... Good ...	.....	" 122 "	" 122 "	" 123 "	" 122 "	" 123 "	" 126 "	" 124 "
Belatee ... ... Fine ...	" 131 Jan.-Feb.	" 131 "	" 131 "	" 132 "	" 131 "	" 132 "	" 135 "	" 134 "
" ... ... F.G. ...	" 127 "	" 126 "	" 128 "	" 128 "	" 128 "	" 128 "	" 129 "	" 127 "
Blowpugger ... ... Fine ...	" 140 April	" 141 Mar.-Apl.	" 140 Mar.-April	" 142 Feb. to Apl	" 141 Feb. to Apl	" 143 Feb.-Mar.	" 146 "	" 145 "
" ... ... F.G. ...	" 132 "	" 133 "	" 132 "	" 134 "	" 134 "	" 140 "	" 139 "	" 138 "
Bengals ... ... Fine ...	" 132 15to25 May	" 132 8 15to25 May	" 132 15to25 M'y	" 134 15to25 M'y	" 133 15to25 M'y	" 135 15to25 M'y	" 139 15to25 M'y	" 139 15to25 May
" ... ... F.G. ...	" 127 Jan.-Feb.	" 128 January	" 127 28 Jan.	" 12 8/9 Jan.	" 127 Feb.	" 127 Feb.	" 130 Feb.-Mar.	" 128 Ready
" ... ... Good ...	" 121 "	" 121 "	" 121 "	" 122 "	" 123 "	" 119 "	" 122 "	" 119 "
" ... ... Good ...	" 115 "	" 115 "	" 116 "	" 117 "	" 115 "	" 114 "	" 116 "	" 114 "
Dhawar (S. G.) ... ... Good ...	" 142 May	" 142 25th May	" 142 25th May	" 143 25th May.	" 143 25th May.	" 143 May	" 148 15to25 M'y	" 147 15to25May
Westerns " " ... Good ...	" 131 "	" 132 May.	" 132 "	" 133 "	" 133 "	" 133 "	" 138 "	" 138 "
Gingellyseed, White (per cwt.)—	" 7 0 0 Rdy.	" 7 0 0 Rdy.	" 7 4 0 Rdy.	" 7 1 0 Rdy.	" 7 1 0 Rdy.	" 7 2 0 Rdy.	" 7 2 6 Rdy.	" 7 3 0 Rdy.
" Mixed " ...	" 6 6 0 "	" 6 4 0 "	" 6 9 0 "	" 6 4 6 "	" 6 9 6 "	" 6 4 0 "	" 6 4 0 "	" 6 4 0 "
Linseed, Bold " ...	" 6 8 0 "	" 6 5 6 "	" 6 8 0 "	" 6 9 6 "	" 6 10 0 "	" 6 8 6 "	" 6 5 0 "	" 6 4 6 "
" Small Seed " ...	" 6 8 0 "	" 6 7 0 "	" 6 7 0 "	.....	.....	.....	.....	.....
Rapeseed, Guzerat Yellow " ...	" 5 11 0 "	" 5 8 0 "	" 5 11 0 "	" 6 0 0 Rdy.	" 6 0 0 Rdy.	" 5 14 0 Rdy.	" 5 13 0 Rdy.	" 5 11 0 Rdy.
" Brown Delhi " ...	" 5 6 0 "	" 5 5 0 "	" 5 5 0 "	" 5 10 0 "	" 5 8 0 "	" 5 8 6 "	" 5 7 6 "	" 5 5 6 "
" Yellow Cawapore " ...	" 5 9 0 "	" 5 11 0 Fwd.	" 5 9 0 "	" 5 12 6 "	" 5 12 6 "	" 5 10 0 "	" 5 10 0 "	" 5 9 0 "
Poppyseed " ...	" 6 6 0 "	" 6 6 0 Rdy.	" 6 6 0 "	" 6 7 0 "	" 6 7 0 "	" 6 6 0 "	" 6 9 0 "	" 6 11 6 "
Groundnuts " ...	" 6 2 0 "	" 6 4 0 "	" 6 10 0 "	" 6 11 6 "	" 6 12 6 "	" 6 12 0 "	" 6 12 0 "	" 6 11 6 "
Castorseed, Ordinary Quality F.A. ...	" 5 8 0 "	" 5 6 0 "	" 5 13 6 "	" 6 0 0 "	" 6 0 0 "	" 6 2 0 "	" 6 0 0 "	" 5 13 6 "
Wheat, White Pessy 85 per cent. ...	" 4 3 6 "	" 4 6 0 Fwd.	" 4 2 9 "	" 4 3 0 "	" 4 3 0 "	" 4 2 9 "	" 4 2 0 "	" 4 2 6 "
" Jabalpur Pessy ...	.....	.....	.....	.....	.....	.....	.....	Rs. 4-2-6 Mar.-April
" Ahmedabad (Soft Red) ...	Rs. 4-1-3 April.	Rs. 4-1-0 Fwd.	Rs. 3-15-0 April-M'y	Rs. 4-0-0 Apl.-My.	Rs. 4-0-0 Apl.-My.	Rs. 4-1-0 March	Rs. 4-1-0 April.	Rs. 4-0-0 April
" Hard Yellow 63 per cent. ...	" 4-12-3 Rdy.	" 4-11-6 "	" 4 12 3 Rdy.	" 4-12-0 Rdy.	" 4-12-3 Ready.	" 4-12-0 Ready	" 4-9-0 Rdy.	" 4-8-0 Ready
" Delhi, No. 1, White Pessy ...	" 4-1-0 "	" 4-1-0 Rdy.	" 4 1 9 "	.....	" 4-1-6 "	" 4-1-0 "	" 4-3-6 "	" 4-2-6 "
" Red ...	" 4-1-0 May-June	.....	.....	.....	.....	.....	.....	.....
" Hard Red Khatha 75 per cent. ...	" 4-3-0 Ready.	" 4-3-6 Fwd.	" 4-2-6 Rdy.	" 4-2-0 Rdy.	" 4-2-0 Rdy.	" 4-2-0 Rdy.	" 4-2-6 Rdy.	" 4-2-6 Rdy.
" Nagpore Khatki ...	" 4-1-3 "	" 4-4-0 "	" 4-3-6 Apl.-M'y	.....	.....	" 4-1-6 "	" 4-2-6 "	" 4-3-0 "
Opium (Malwa) per chest, Old	" 1,100	" 1,100	" 1,100	" 1,120	" 1,200	" 1,120	" 1,125	" 1,115
" " Now ...	" 1,080	" 1,080	" 1,080	" 1,090	" 1,065	" 1,085	" 1,095	" 1,095
FREIGHTS.	(Ready.)	(Ready.)	(Ready.)	(Ready.)	(Ready.)	(Ready.)	(Ready.)	(Ready.)
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Liverpool—Cotton (per ton of 40 feet) ...	1 0 0	0 19 0	0 19 0	0 19 0	0 19 0	0 19 0	0 18 0	.....
" Seeds and Wheat ...	0 18 6	0 18 0	0 18 0	0 18 0	0 18 0	0 18 0	0 18 0	.....
London—Measurement cargo (P. & O.)	1 5 0	1 5 0	1 2 6	1 2 6	1 2 6	1 5 0	1 7 6	1 7 6
" Seeds and Wheat ...	0 18 0	0 18 0	0 18 6	0 18 0	0 18 6	0 18 6	0 18 0	0 18 0
Trieste & Venice—Measurement cargo ...	1 2 0	1 2 0	1 2 0	.....	0 19 0	0 19 0	0 18 0	0 17 0
" " Seeds and Wheat ...	1 1 0	1 0 0	1 2 0	.....	0 19 0	0 19 0	0 18 0	0 17 0
Marseilles—Measurement cargo ...	0 18 6	0 18 6	0 18 0	0 18 6	0 19 0	0 19 0	0 18 6	.....
" Seeds and Wheat ...	0 18 0	0 18 6	0 18 0	0 18 6	0 19 0	0 19 0	0 18 0	.....
Genoa—Measurement cargo ...	0 19 0	0 19 0	0 19 6	0 19 0	1 0 0	1 0 0	.....	.....
" Seeds and Wheat ...	0 18 6	0 18 6	0 18 6	0 18 6	0 19 0	0 19 0	.....	.....
China Steamer (P & O.)	Rs. 14 to Rs. 18	Rs. 14 to Rs. 18	Rs. 14 to Rs. 18	Rs. 14 to Rs. 18	Rs. 14 to Rs. 18	Rs. 14 to Rs. 18	Rs. 14 to Rs. 18	Rs. 14 to Rs. 18
Japan " " ...	" 17	" 17	" 17	" 17	" 17	" 17	" 17	" 17

...ions as Estimated by the Committee of the Chamber of Commerce during the year 1899.

Week ending 3rd March.	Week ending 9th March.	Week ending 17th March.	Week ending 24th March.	Week ending 30th March.	Week ending 7th April.	Week ending 14th April.	Week ending 21st April.	Week ending 28th April.	Week ending 5th May.	Week ending 12th May.	Week ending 19th May.	Week ending 26th May.	Week ending 2nd June.	Week ending 9th June.	Week ending 16th June.	Week ending 23rd June.	Week ending 30th June.
Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.
8 to 9 per cent.	8 to 9 per cent.	8 to 9 per cent.	8 to 9 per cent.	8 to 9 per cent.	8 per cent.	7 to 8 per cent.	7 per cent.	7 per cent.	7 per cent.	7 per cent.	7 per cent.	7 per cent.	6 per cent.	6 per cent.	6 per cent.	6 per cent.	6 per cent.
Rs. 100 14 0 / 95 0 0	Rs. 100 12 0 / 95 0 0	Rs. 100 14 0 / 95 0 0	Rs. 101 8 0 / 95 8 0	Rs. 101 0 0 / 95 0 0	Rs. 101 8 0 / 95 0 0	Rs. 101 6 0 / 95 0 0	Rs. 100 10 0 / 95 0 0	Rs. 101 12 0 / 95 8 0	Rs. 101 8 0 / 95 8 0 Nil.	Rs. 101 7 0 / 95 8 0	Rs. 101 6 0 / 95 0 0	Rs. 101 9 0 / 95 0 0	Rs. 101 7 0 / 95 0 0	Rs. 101 2 0 / 94 8 0	Rs. 100 10 0 / 94 0 0	Rs. 100 7 0 / 93 12 0	Rs. 100 13 0 / 94 0 0
Rs. 2 13 0 / 2 8 0 / As. 7 to 7½ / 6½ to 6¾ / Rs. 54 0 0 / 44 0 0 / 32 8 0 / 34 8 0 / 55 0 0 / 17½ Ready / 19 / 13½ / 15½ / 13½ / 13½ / 14½ / 14	Rs. 2 13 6 / 3 3 6 / As. 7 to 7½ / 6½ to 6¾ / Rs. 54 0 0 / 44 0 0 / 32 8 0 / 34 8 0 / 54 0 0 / 17½ Ready / 19½ / 14 / 15½ / 14 / 14 / 15 / 14	Rs. 2 13 6 / 3 3 6 / As. 7 to 7½ / 6½ to 6¾ / Rs. 54 0 0 / 44 0 0 / 32 8 0 / 34 8 0 / 54 0 0 / 17½ Ready / 19 / 13½ / 15½ / 14 / 14 / 15 / 14	Rs. 2 13 6 / 3 3 6 / As. 7 to 7½ / 6½ to 6¾ / Rs. 54 0 0 / 44 0 0 / 32½ to 33 / 35 0 0 / 54 0 0 / 17½ Ready / 19½ / 13½ / 15½ / 14 / 14 / 15 / 14	Rs. 2 14 6 / 3 4 0 / As. 7 to 7½ / 6½ to 6¾ / Rs. 55 0 0 / 44 8 0 / 33 8 0 / 33 8 0 / 54 0 0 / 17½ Ready / 18½ / 13 / 15½ / 14 / 14 / 15 / 14½ / 14	Rs. 2 14 0 / 3 4 0 / As. 7 to 7½ / 6½ to 6¾ / Rs. 55 12 0 / 44 12 0 / 33 8 0 / 34 8 0 / 55 0 0 / 17 Ready / 18½ / 13 / 15½ / 14 / 14 / 15 / 14½ / 14	Rs. 2 14 0 / 3 4 0 / As. 7 to 7½ / 6½ to 6¾ / Rs. 57 12 0 / 45 12 0 / 34 0 0 / 35 0 0 / 51 0 0 / 17 Ready / 18 / 13 / 15½ / 13½ / 14 / 14½ / 14	Rs. 2 15 0 / 3 5 0 / As. 7 to 7½ / 6½ to 6¾ / Rs. 59 8 0 / 48 12 0 / 33 8 0 / 34 8 0 / 55 0 0 / 17 Ready / 18 / 13 / 15 / 13½ / 13½ / 14 / 14	Rs. 2 15 0 / 3 5 0 / As. 7 to 7½ / 6½ to 6¾ / Rs. 59 8 0 / 48 4 0 / 32 8 0 / 34 8 0 / 55 0 0 / 17½ Ready / 18 / 12 / 15 / 14 / 14½ / 14	Rs. 2 15 0 / 3 5 0 / As. 7 to 7½ / 6½ to 6¾ / Rs. 59 12 0 / 48 8 0 / 33½ to 34 / 35½ to 36 / 54 0 0 / 17½ Ready / 18½ / 11 / 15½ / 14 / 14½ / 14	Rs. 2 15 0 / 3 5 0 / As. 7½ to 7¾ / 6¾ to 6¾ / Rs. 59 4 0 / 47 6 0 / 33 to 33½ / 35 to 35½ / 52 0 0 / 16½ Ready / 17½ / 11 / 15 / 13 / 13 / 13½	Rs. 2 14 6 / 3 4 6 / As. 7½ to 7¾ / 6 3/16 to 6 9/16 / Rs. 59 4 0 / 47 8 0 / 33 to 33½ / 37 to 38 / 55 0 0 / 16½ Ready / 17½ / 12 / 14½ / 14 / 14 / 14½	Rs. 2 14 6 / 3 4 6 / As. 7 to 7½ / 6 3/16 to 6 9/16 / Rs. 59 4 0 / 47 8 0 / 33 to 33½ / 37 to 38 / 55 to 56 / 17 Ready / 18 / 12 / 15 / 13½ / 14	Rs. 2 14 6 / 3 4 6 / As. 7 to 7½ / 6 3/16 to 6 9/16 / Rs. 59 8 0 / 47 4 0 / 33 to 33½ / 37 to 38 / 55 to 56 / 16½ Ready / 18 / 13 / 15 / 13½ / 13½ / 14
Rs. 160 Rdy. / 158 15/25 Mar / 136 Ready / 131 / 128 / 124 / 133 / 137 / 137 / 139 / 138 15/25 May / 129 Ready / 120 / 115 / 148 15/25 May / 138 / 7 2 0 Rdy. / 6 5 0 / 6 2 0 / ... / 5 13 0 / 5 7 6 / 5 10 0 / 6 10 0 / 6 8 0 / 5 10 0 / 4-7-0 Apl-May / 4-3-0 / 4-3-6 May-Apl / 4-4-6 / 4-5-6 Apl-May / ... / 4-2-6 Fwd. / 4-4-0 / 1,145 / 1,100	Rs. 167 Rdy. / 165 15/25 Mar / 140 Ready / 135 / 134 / 126 / 137 / 132 / 163 / 145 / 143 15/25 May / 132 Ready / 123 / 117 / 152 15/25 May / 140 / 7 4 0 Rdy. / 6 9 0 / 6 5 6 / ... / 5 14 0 Rdy. / 5 8 0 / 5 13 0 / 6 12 0 / 6 11 6 / 5 11 0 / 4-7-0 Apl-May / 4-4-0 Fwd. / 4-8-6 / 4-6-6 Apl-May / ... / 4-2-6 Fwd. / 3-15-0 / 1,135 / 1,090	Rs. 164 Rdy. / 161 / 137 / 132 / 125 / 134 / 129 / 150 / 142 / 141 / 142 15/25 May / 130 Ready / 121 / 115 / 151 15/25 May / 140 / 7 4 0 Rdy. / 6 8 0 / 6 2 6 / ... / 6 0 0 Rdy. / 5 6 0 / 5 13 6 / 6 13 0 / 6 11 6 / 5 11 0 / 4-4-0 Ready / 4-1-6 / 4-0-0 / 4-7-6 / 4-3-6 / ... / 3-13-6 / 3-14-0 / 1,130 / 1,080	Rs. 160 Rdy. / 155 / 136 / 131 / 129 / 124 / 134 / 128 / 148 / 141 / 139 15/25 May / 129 Ready / 120 / 114 / 149 15/25 May / 138 / 7 5 6 Rdy. / 6 14 0 / 6 2 6 / ... / 6 0 0 Rdy. / 5 6 0 / 5 9 0 / 6 8 0 / 6 9 0 / 5 9 6 / 4 4 0 / 3 15 0 / 4 0 0 / 4 5 6 / 4 0 0 Apl. / ... / 3-13-6 Ready. / 3-14-9 / 1,160 / 1,085	Rs. 162 Ready. / ... / 136 Ready. / 131 / 129 / 124 / 134 / 128 / 148 / 141 / 139 15/25 May / 129 Ready. / 121 / 116 / 148 15/25 May / 135 / 7 5 6 Rdy. / 6 14 0 / 6 2 6 / ... / 5 15 0 Rdy. / 5 5 0 / 5 8 0 / 6 7 0 / 6 6 6 / 5 13 6 / 4 4 0 / 3 15 0 / 4 0 0 / 4 6 6 / 4 1 0 / ... / 4 0 0 / 3 15 0 / 4 1 2 / 1,130 / 1,080	Rs. 161 Ready. / 156 / 130 / Rs. 129 Ready. / 124 / 134 / 128 / 147 / 139 / 130 15/25 May / 129 Ready. / 121 / 116 / 148 15/25 May / 135 / 7 4 0 Rdy. / 6 13 0 / 6 0 6 / 6 0 0 / 5 15 0 / 5 4 0 / 5 7 0 / 6 6 6 / 4 3 6 / 3 13 0 / 4 0 6 / 4 4 6 / 4 1 0 / ... / 4 0 0 / 3 15 0 / 4 1 2 / 1,130 / 1,080	Rs. 157 Ready. / ... / 134 / 129 / 122 / 131 / 126 / 144 / 135 / 131 15/25 May / 129 Rdy. / 121 / 115 / 147 15/25 May / 132 / 7 4 0 Rdy. / 6 13 0 / 6 0 6 / 6 0 0 / 5 15 0 / 5 4 0 / 5 7 0 / 6 6 6 / 4 3 6 / 3 13 0 / 4 0 6 / 4 4 6 / 4 1 0 / ... / 4 0 0 / 3 15 0 / 4 1 2 / 1,130 / 1,080	Rs. 156 Ready. / ... / 138 / 128 / 127 / 122 / 131 / 126 / 145 / 134 / 132 15/25 May / 129 Ready / 122 / 116 / 147 15/25 May / 133 / 7 4 0 Rdy. / 6 12 0 / 6 2 6 / 6 1 6 / 6 0 0 / 5 8 0 / 6 7 0 / 6 5 0 / 5 7 0 / 6 6 6 / 4 3 6 / 3 14 0 / 4 0 6 / 4 5 6 / 4 0 0 / 3 15 0 / 4 1 6 / 4 0 6 / 1,160 / 1,110	Rs. 155 Ready. / ... / 133 / 128 / 127 / 122 / 131 / 126 / 142 / 134 / 132 15/25 May / 128 Ready. / 121 / 115 / 147 15/25 May / 132 / 7 5 6 Rdy. / 6 14 0 / 6 1 0 / 6 0 0 / 5 9 0 / 6 6 6 / 4 3 6 / 3 15 0 / 4 0 6 / 4 5 6 / 4 0 0 / 3 15 0 / 4 2 0 / 4 0 0 / 3 15 0 / 4 1 2 / 1,130 / 1,080	Rs. 155 Ready. / ... / 132 Ready. / 128 / 127 / 121 / 130 / 125 / 137 / 128 / 134 / 126 / 140 / 131 / 128 15/25 May / 128 Ready / 122 / 116 / 146 / 129 / 7 5 6 Rdy. / 6 12 0 / 6 2 6 / 6 1 6 / 6 1 0 / 5 8 6 / 5 12 0 / 6 7 0 / 5 7 0 / 6 6 6 / 4 3 6 / 3 14 0 / 4 0 6 / 4 5 6 / 4 0 0 / 3 13 0 / 4 0 0 / 3 12 0 / 3 15 0 / 4 0 0 / 3 14 9 / 1,165 / 1,100	Rs. 155 Ready. / ... / 127 / 122 / 120 / 125 / 127 / 128 / 124 / 126 / 120 / 114 / 144 / 128 / 127 / 7 6 0 Rdy. / 6 14 0 / 6 2 6 / 6 1 6 / 6 1 0 / 5 8 6 / 5 13 0 / 6 8 0 / 5 6 0 / 4 2 6 / 3 14 0 / 3 12 6 / 3 13 0 / 4 0 0 / 3 15 0 / 3 14 6 / 1,165 / 1,100	Rs. 155 Ready. / ... / 131 / 126 / 125 / 121 / 130 / 125 / 127 / 128 / 124 / 126 / 122 / 116 / 144 / 127 / 7 7 0 Rdy. / 7 0 0 / 6 4 0 / 6 2 6 / 5 9 6 / 5 14 0 / 6 7 0 / ... / 5 10 0 / 4 2 0 / 3 15 0 / 3 15 6 / 4 4 0 / 3 14 6 / 3 13 0 / 4 0 0 / 3 15 0 / 4 0 6 / 1,160 / 1,090	Rs. 157 Ready. / ... / Rs. 133 Ready. / 128 / Rs. 127 / 123 / 126 / 132 / 127 / ... / 132 / 127 / 120 / 118 / 145 / 128 / 7 10 0 Rdy. / ... / 6 7 6 / 6 6 0 / 6 2 0 / 5 9 0 / 5 14 6 / 6 8 6 / 6 8 0 / 5 8 6 / 4 3 0 / 3 14 6 / 4 3 0 / 3 14 0 / 4 0 0 / 3 15 0 / 4 0 6 / 1,160 / 1,100	Rs. 158 Ready. / ... / Rs. 132 / 128 / 128 / 124 / Rs. 132 / 128 / ... / 134 / 128 / 132 / 128 / ... / 136 / 127 / 120 / 123 / 118 / 145 / 128 / 7 10 0 Ready. / ... / 6 6 9 / 6 6 0 / 6 2 0 / 5 9 0 / 5 14 6 / 6 8 6 / 6 8 0 / 5 8 6 / 4 3 0 / 3 14 6 / 4 3 0 / 3 14 0 / 4 0 0 / 3 15 0 / 4 0 6 / 1,160 / 1,100	Rs. 160 Ready. / ... / 130 / 130 / Rs. 129 / 124 / 132 / 128 / ... / 134 / 128 / 132 / 128 / ... / Rs. 134 Ready. / 128 / 131 / 124 / 130 / 125 / 127 / ... / 135 / 128 / 130 / 122 / 116 / 143 / 126 / ... / 6 6 9 Ready. / 6 8 0 / 6 2 0 / 5 12 6 / 5 14 6 / 6 10 0 / 6 8 0 / 5 10 0 / 4 2 0 / 3 15 0 / 3 14 6 / 4 3 6 / 3 13 0 / 4 0 0 / 3 15 0 / 4 2 6 / 1,165 / 1,100	Rs. 150 Ready. / ... / 134 / 128 / 130 / 122 / 128 / 116 / 143 / 126 / ... / 6 7 0 Rdy. / 6 6 6 / 6 3 0 / 5 12 0 / 5 14 6 / 6 8 0 / ... / 5 11 0 / 4 2 6 / 3 15 0 / 3 14 6 / 4 3 6 / 3 13 0 / 4 0 6 / 3 14 6 / 4 2 6 / 1,165 / 1,100
(Ready.) £ s. d. / 0 18 0 / 0 18 0 / 1 5 0 / 0 17 6 / 0 19 0 / 0 19 0 / 0 17 6 / 0 17 6 / 0 17 9 / 0 17 9 / Rs. 14 to Rs. 18 / ... 17	(Ready.) £ s. d. / 0 18 0 / 0 17 6 / 1 2 6 / 0 17 0 / 0 17 6 / 0 17 0 / 0 17 6 / 0 17 6 / 0 17 6 / 0 17 6 / Rs. 14 to Rs. 18 / ... 17	(Ready.) £ s. d. / 0 17 0 / 0 17 6 / 1 7 6 / 0 16 6 / 1 0 0 / 0 19 0 / 0 16 6 / 0 16 6 / 0 16 9 / 0 16 9 / Rs. 14 to Rs. 18 / ... 17	(Ready.) £ s. d. / 0 15 0 / 0 15 6 / 1 5 0 / 0 15 0 / 0 15 0 / 0 19 0 / 0 14 0 / 0 15 6 / 0 15 6 / 0 15 6 / Rs. 14 to Rs. 18 / ... 17	(Ready.) £ s. d. / 0 13 6 / 0 13 6 / 1 5 0 / 0 14 6 / ... / 0 13 6 / 0 13 6 / 0 14 0 / 0 14 0 / Rs. 14 to Rs. 18 / ... 17	(Ready.) £ s. d. / 0 14 6 / 0 14 6 / 1 5 0 / 0 15 0 / 0 16 0 / 0 16 0 / 0 15 6 / 0 14 0 / 0 14 0 / 0 14 0 / Rs. 14 to Rs. 18 / ... 17	(Ready.) £ s. d. / 0 15 0 / 0 15 0 / 1 5 0 / 0 15 0 / 0 16 0 / 0 16 0 / 0 15 6 / 0 15 0 / 0 15 0 / 0 15 0 / Rs. 14 to Rs. 18 / ... 17	(Ready.) £ s. d. / 0 15 6 / 0 15 6 / 1 5 0 / 0 15 0 / 0 16 0 / 0 16 0 / 0 15 6 / 0 14 0 / 0 14 0 / 0 15 6 / Rs. 14 to Rs. 18 / ... 17	(Ready.) £ s. d. / 0 15 6 / 0 15 6 / 1 5 0 / 0 16 6 / 0 16 6 / 0 16 6 / 0 16 6 / 0 16 6 / 0 17 0 / 0 17 0 / Rs. 14 to Rs. 18 / ... 17	(Ready.) £ s. d. / 0 17 6 / 0 17 6 / 1 5 0 / 0 16 6 / 0 18 9 / 0 18 9 / 0 16 6 / 0 16 6 / 0 17 0 / 0 17 0 / Rs. 14 to Rs. 18 / ... 17	(Ready.) £ s. d. / 0 17 6 / 0 17 6 / 1 5 0 / 0 15 6 / 1 0 0 / 0 19 0 / 0 17 0 / 0 17 0 / 0 17 0 / 0 17 6 / Rs. 14 to Rs. 18 / ... 17	(Ready.) £ s. d. / 0 17 3 / 0 17 3 / 1 5 0 / 0 15 6 / 1 1 0 / 1 1 0 / ... / 0 17 6 / 0 17 6 / Rs. 14 to Rs. 18 / ... 17	(Ready.) £ s. d. / 0 18 0 / 0 18 0 / 1 2 6 / 0 15 6 / 1 1 0 / 1 2 0 / 0 18 0 / 0 18 0 / 0 17 3 / Rs. 14 to Rs. 18 / ... 17	(Ready.) £ s. d. / 0 19 0 / 0 19 0 / 1 5 0 / 0 15 6 / ... / 0 18 6 / 0 18 6 / ... / Rs. 14 to Rs. 18 / ... 17	(Ready.) £ s. d. / 0 18 0 / 0 18 0 / 1 5 0 / 0 15 6 / 0 19 6 / 0 19 6 / 0 17 6 / 0 17 6 / 0 16 6 / 0 16 6 / Rs. 15 to 18 / ... 17

Weekly Current Quotations as Estimated by the Committee of the Chamber of Commerce during the year

QUOTATIONS.	Week ending 7th July.	Week ending 14th July.	Week ending 21st July.	Week ending 28th July.	Week ending 4th August.	Week ending 11th August.	Week ending 18th August.	Week ending 25th August.	Week ending 1st September.	Week ending 8th September.	4 Days ending 12th September.	10 Days ending 22nd September.	Week ending 29th September.	Week ending 6th October.	Week ending 13th October.	Week ending 20th October.	Week ending 27th October.
EXCHANGE.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.
On England Bank Bills, Tel. Transfer	1s. 4d.	1s. 3 31/32d.	1s. 3 15/16d.	1s. 3 15/16d.	1s. 3 15/16d.	1s. 3 31/32d.	1s. 3 31/32d.	1s. 3 31/32d.	1s. 3 31/32d.	1s. 4d.	1s. 4 1/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 1/32d.	1s. 4 1/32d.	1s. 4d.	1s. 4d.
" " Sight.	1s. 4d.	1s. 4d.	1s. 4 1/32d.	1s. 4 1/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 1/32d.	1s. 4 1/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 1/32d.	1s. 4 1/32d.	1s. 4d.	1s. 4d.
First-class Drafts ... ... 3 to 6/16 "	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 3/16d.	.....	1s. 4 5/32d.	1s. 4 5/32d.	1s. 4 5/32d.	1s. 4 7/32d.	1s. 4 5/16d.	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 13/32d.	1s. 4 13/32d.	1s. 4d.	1s. 4d.
Bombays ... ... 8 "	1s. 4 5/32d.	1s. 4 5/32d.	1s. 4 7/32d.	1s. 4 9/32d.	1s. 4 9/32d.	1s. 4 9/32d.	1s. 4 9/32d.	1s. 4 11/32d.	1s. 4 5/16d.	1s. 4 11/32d.	1s. 4 11/32d.	1s. 4 13/32d.	1s. 4 15/32d.	1s. 4 15/32d.	1s. 4 15/32d.	1s. 4d.	1s. 4d.
Boomenants ... ... 6 "	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 9/32d.	1s. 4 11/32d.	1s. 4 11/32d.	1s. 4 13/32d.	1s. 4 13/32d.	1s. 4 15/32d.	1s. 4 7/32d.	1s. 4d.	1s. 4d.	1s. 4 13/32d.	1s. 4 13/32d.	1s. 4 15/32d.	1s. 4 15/32d.	1s. 4d.	1s. 4d.
Paris Francs Mercantile Bills ... 3 "	1s. 4d.	1s. 4d.	1s. 4 1/32d.	1s. 4 3/32d.	1s. 4 5/32d.	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 9/32d.	1s. 4d.	1s. 4 1/32d.	1s. 4 3/32d.	1s. 4 5/32d.	1s. 4 5/32d.	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4d.	1s. 4d.
On Calcutta Bank Telegraphic Transfer	1/70	1/70	1/70	1/70	1/70	1/70	1/70	1/70	1/70	1/70	1/70	1/70	1/70	1/70	1/70	1/70	1/70
	99 31/32	99 31/32	99 31/32	100 1/32	100 1/32	100 1/16	100 1/16	100 3/32	100 3/32	100 3/32	100 3/32	100 3/32	100 3/32	100 1/16	100 1/16	100 1/16	100 1/16
	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
On China Mercantile Bills 30 days' Sight. { per 100 $	H. 146 4 0	H. 146 4 0	H. 146 8 0	H. 146 8 0	H. 146 8 0	H. 146 8 0	H. 146 8 0	H. 146 8 0	H. 146 8 0	H. 145 0 0	H. 144 0 0	H. 144 4 0	H. 144 4 0	H. 143 0 0	H. 140 12 0	H. 140 12 0	H. 140 12 0
" 100 $	S. 200 0 0	S. 200 0 0	S. 200 0 0	S. 200 0 0	S. 200 0 0	S. 200 0 0	S. 200 0 0	S. 199 0 0	S. 196 0 0	S. 196 0 0	S. 196 0 0	S. 196 0 0	S. 195 0 0	S. 195 0 0	S. 191 0 0	S. 191 0 0	S. 191 0 0
" 100 $	J. 151 8 0	J. 151 8 0	J. 151 8 0	J. 151 8 0	J. 151 8 0	J. 151 0 0	J. 151 8 0	J. 151 8 0	J. 151 8 0	J. 150 12 0	J. 150 8 0	J. 149 8 0	J. 149 8 0	J. 149 8 0	J. 149 0 0	J. 149 0 0	J. 149 0 0
English Bar Gold, 100 touch (per tola) ...	24 1 0	24 1 0	24 1 3	24 1 3	24 2 0	24 1 0	24 2 0	24 2 0	24 1 0	24 0 0	23 15 6	23 13 6	23 13 6	23 13 6	23 13 6	23 13 6	23 13 6
Sovereigns	15 13 0	15 13 0	15 12 8	15 12 8	15 12 8	15 0 0	15 12 8	15 12 8	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0
Bar Silver	70 12 0 Rdy	70 12 0 Rdy	70 12 0 Rdy	70 12 0 Rdy	70 14 0 Rdy	70 16 0 Rdy	70 16 0 Rdy	70 16 0 Rdy	70 16 0 Rdy	70 8 0 Rdy	69 4 0 Rdy	68 12 0 Rdy	68 12 0 Rdy	67 8 0 Rdy	67 8 0 Rdy	67 8 0 Rdy	67 8 0 Rdy
	70 8 0 Fwd	70 8 0 Fwd	70 12 0 Fwd	70 12 0 Fwd	70 14 0 Fwd	70 8 0 Fwd	70 10 0 Fwd	70 12 0 Fwd	70 0 0 Fwd	69 0 0 Fwd	68 12 0 Fwd	68 4 0 Fwd	68 4 0 Fwd	67 12 0 Fwd	68 12 0 Fwd	67 4 0 Fwd	67 4 0 Fwd
RATES OF DISCOUNT.																	
Bank Rates of Discount on Private Bills 60 days' Sight	6 per cent.	6 per cent.	5 per cent.	5 per cent.	5 per cent.	5 per cent.	5 per cent.	5 per cent.	5 per cent.	5 per cent.	6 per cent.	6 per cent.	6 per cent.	7 per cent.	8 per cent.	8 per cent.	8 per cent.
Bank Rates of Interest on Deposit Loans on Government Securities	5 "	5 "	4 "	4 "	4 "	4 "	4 "	4 "	4 "	5 "	6 "	6 "	6 "	7 "	7 "	7 "	7 "
Rate of Interest in the open Market on Government Paper	3½ "	3 "	3 "	2½ "	2½ "	3 "	3 "	3 "	3 "	4 "	5 "	5 "	6 "	6 "	6 "	6 "	6 "
GOVERNMENT SECURITIES.																	
Three-and-a-half per cent.	Rs. 100 13 0	Rs. 100 13 0	Rs. 100 14 0	Rs. 100 8 0	Rs. 100 6 0	Rs. 100 8 0	Rs. 100 2 0	Rs. 99 8 0	Rs. 98 10 0	Rs. 97 12 0	Rs. 97 8 0	Rs. 96 0 0	Rs. 94 10 0	Rs. 92 4 0	Rs. 94 0 0	Rs. 94 9 0	Rs. 94 13 0
Three per cent.	" 94 0 0	" 94 8 0	" 94 8 0	" 94 8 0	" 94 8 0	" 94 8 0	" 94 0 0	" 91 0 0	" 93 8 0	" 93 8 0	" 93 0 0	" 92 8 0	" 92 0 0	" 89 0 0	" 91 0 0	" 91 0 0	" 91 0 0
IMPORTS.																	
Piece Goods—																	
7lbs. 33 in. 37½ yds. Grey Shirtings (per piece)	Rs. 2 14 6	Rs. 2 14 6	Rs. 2 14 6	Rs. 2 14 6	Rs. 2 14 6	Rs. 2 14 6	Rs. 2 14 6	Rs. 2 14 0	Rs. 2 13 6	Rs. 2 13 6	Rs. 2 13 6	Rs. 2 13 6	Rs. 2 13 6	Rs. 2 12 0	Rs. 2 12 0	Rs. 2 12 0	Rs. 2 13 0
8lbs. 38 in. 37½ to 38 yds.	" 3 4 6	" 3 4 6	" 3 4 6	" 3 4 6	" 3 4 6	" 3 4 6	" 3 4 6	" 3 4 6	" 3 3 6	" 3 3 6	" 3 3 6	" 3 3 6	" 3 3 6	" 3 3 0	" 3 3 0	" 3 3 0	" 3 3 0
No. 40s Mule Twist (per lb.)	As. 7 to 7½	As. 7 to 7½	As. 7 to 7½	As. 7 to 7½	As. 7 to 7½	As. 7 to 7½	As. 7 to 7½	As. 7 to 7½	As. 7 to 7½	As. 7 to 7½	As. 7 to 7½	As. 7 to 7½	As. 7 to 7½	As. 7 to 7½	As. 7 to 7½	As. 7 to 7½	As. 7 to 7½
No. 30s Water	6 3/16 to 6 0/16	6 3/16 to 6 0/16	6 3/16 to 6 0/16	6 3/16 to 6 0/16	6 3/16 to 6 0/16	6 3/16 to 6 0/16	6 3/16 to 6 0/16	6 3/16 to 6 0/16	6 3/16 to 6 0/16	6 3/16 to 6 0/16	6 3/16 to 6 0/16	6 3/16 to 6 0/16	6 3/16 to 6 0/16	6 3/16 to 6 0/16	6 3/16 to 6 0/16	6 3/16 to 6 0/16	6 3/16 to 6 0/16
Copper Bottoms (in bundles) per cwt. ...	Rs. 59 8 0	Rs. 59 0 0	Rs. 59 0 0	Rs. 60 4 0	Rs. 60 8 0	Rs. 62 0 0	Rs. 61 0 0	Rs. 64 8 0	Rs. 64 14 0	Rs. 63 12 0	Rs. 64 12 0	Rs. 63 12 0	Rs. 63 12 0	Rs. 62 12 0	Rs. 64 4 0	Rs. 64 4 0	Rs. 64 4 0
Yellow Metal	" 47 4 0	" 47 4 0	" 47 8 0	" 47 8 0	" 47 8 0	" 47 12 0	" 48 0 0	" 48 0 0	" 47 14 0	" 48 4 0	" 48 0 0	" 48 0 0	" 48 0 0	" 48 0 0	" 48 0 0	" 48 8 0	" 48 8 0
Belgian No. 2 Bar Iron (per candy of 740 lbs)	" 36 8 0	" 36 8 0	" 36 8 0	" 37 to 38	" 39 to 40	" 39 to 40	" 38 to 40	" 40 to 41	" 40 to 41	" 40 to 41	" 40 to 41	" 40 to 41	" 40 to 41	" 41 to 42	" 41 to 42	" 41 to 42	" 41 to 42
Basse Steel	" 37 to 38	" 37 to 38	" 37 0 0	" 38 to 40	" 40 to 42	" 40 to 41	" 40 to 42	" 41 to 42	" 41 to 42	" 41 to 42	" 41 to 42	" 41 to 42	" 41 to 42	" 42 to 43	" 42 to 43	" 42 to 43	" 42 to 43
Swedish Bar Iron	" 55 8 0	" 55 8 0	" 55 8 0	" 55 to 56	" 57 to 58	" 57 to 58	" 57 to 58	" 57	" 57 8 0	" 57 8 0	" 57 to 58	" 58	" 58	" 58 0 0	" 58 0 0	" 57 to 58	" 57 to 58
Davison's Wear Hartley Coal (per ton) alongside	" 16½ Ready	" 17 Ready	" 16½ Ready.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Carrell Coal	" 17½ "	" 17½ "	" 17½ "	" 18 Ready.	" 16 "	" 16½ Ready	" 16½ Ready	" 20 Ready.	" 20 Ready.	" 20 Ready.	" 21 Ready.	" 21 Ready.	" 21½ Ready.	" 23 Ready.	" 23 Ready.	" 23 Ready.	" 23 Ready.
Japan	" 11 "	" 11 "	" 10½ "	" 10½ "	" 11 "	" 10½ "	" 10 "	" 10½ "	" 10½ "	" 11 "	" 11 "	" 11½ "	" 11½ "	" 12 "	" 12½ "	" 12½ "	" 12½ "
Bengal	" 14½ "	" 14½ "	" 14½ "	" 14½ "	" 14 "	" 14½ "	" 14½ "	" 15 "	" 15 "	" 15 "	" 15½ "	" 15½ "	" 15½ "	" 16½ "	" 15 "	" 15½ "	" 15½ "
Madras	" 13½ "	" 13 "	" 13½ "	" 13½ "	" 13 "	" 13½ "	" 13 "	" 13½ "	" 13½ "	" 13½ "	" 13½ "	" 13½ "	" 13½ "	" 13½ "	" 13½ "	" 13½ "	" 13½ "
Bombay (E. I.)	" 14 "	" 13½ "	" 13½ "	" 13½ "	" 13½ "	" 13½ "	" 13½ "	" 13½ "	" 14 "	" 14 "	" 14 "	" 14 "	" 14 "	" 14 "	" 14 "	" 14 "	" 14 "
Bombay (Co.)	" 14½ "	.....	.....	.....	.....	.....	.....	.....	" 14½ "	" 14½ "	" 14½ "	.....	.....	.....	.....	.....	.....
Bootpore	" 14½ "	.....	.....	.....	.....	.....	.....	.....	" 14½ "	" 14½ "	" 14½ "	.....	.....	.....	.....	.....	.....
Singarini	" 14 "	" 12½ "	" 13½ "	" 13½ "	" 13½ "	" 13½ "	" 13½ "	" 13½ Ready	" 13½ "	" 13½ "	" 13½ "	" 13½ "	" 13½ "	" 13½ "	" 13½ "	" 13½ "	" 13½ "
	Rail Dly.																
EXPORTS.																	
Ceylon																	
(Fully-pruned; per candy of 784 lbs.)—																	
Broken	Fine																
Do.	Good			Rs. 167 Ready.													
Pommeroolies, Good Stapla ...	Rs. 161 Rdy.	Rs. 161 Ready.	Rs. 171 Ready.	" 164 "	Rs. 169 Ready.	Rs. 168 Ready.	Rs. 161 Ready	Rs. 166 Ready.	Rs. 174 Ready.	Rs. 171 Ready.	Rs. 171 Ready.	Rs. 170 Ready.	Rs. 177 Ready.	Rs. 180 Ready.	Rs. 200 Ready.	Rs. 200 Ready.	Rs. 200 Ready.
"	F. G.	" 134 "	" 134 "	" 148 "	" 146 "	" 148 "	" 148 "	" 155 "	" 159 "	" 160 "	" 161 "	" 163 "	" 168 "	" 184 "	" 192 "	" 192 "	" 192 "
Chandlish	" 134 "	" 130 "	" 134 "	" 149 "	" 144 "	" 144 "	" 150 "	" 155 "	" 156 "	" 155 "	" 158 "	" 158 "	" 175 "	" 187 "	" 187 "	" 187 "
"	F. G.	" 128 "	" 132 "	" 140 "	" 142 "	" 142 "	" 138 "	" 146 "	" 154 "	" 153 "	" 154 "	" 155 "	" 170 "	" 183 "	" 183 "	" 183 "
Salaloo	Good	" 124 "	" 124 "	" 136 "	" 139 "	" 138 "	" 138 "	" 146 "	" 154 "	" 153 "	" 154 "	" 155 "	" 170 "	" 183 "	" 183 "	" 183 "	" 183 "
"	Fine	" 112 "	" 112 "	" 127 "	" 143 "	" 143 "	" 143 "	" 146 "	" 165 "	" 165 "	" 165 "	" 165 "	" 184 "	.....	.....	.....	.....
"	F. G.	" 128 "	" 128 "	" 134 "	" 144 "	" 144 "	" 144 "	" 150 "	" 157 "	" 157 "	" 157 "	" 157 "	" 177 "	" 188 "	" 187 "	" 187 "	" 187 "
Bhawoogger	Fine																
"	F. G.	" 152 "	" 133 "	" 135 "	" 145 "	" 148 "	" 147 "	" 162 "	" 159 "	" 158 "	" 160 "	" 160 "	" 169 "	" 182 "	" 192 "	" 192 "	" 192 "
"	Good	" 128 "	" 128 "	" 128 "	" 140 "	" 143 "	" 142 "	" 147 "	" 154 "	" 155 "	" 155 "	" 155 "	" 163 "	" 176 "	" 185 "	" 185 "	" 185 "
Bengals	Fine	" 131 "	" 131 "	" 134 "	" 138 "	" 143 "	" 144 "	" 148 "	" 155 "	" 155 "	" 155 "	" 156 "	" 164 "	" 172 "	" 175 "	" 175 "	" 175 "
"	F. G.	" 123 "	" 128 "	" 124 "	" 134 "	" 134 "	" 135 "	" 140 "	" 146 "	" 148 "	" 148 "	" 148 "	" 155 "	" 166 "	" 168 "	" 168 "	" 168 "
"	Good	" 119 "	" 119 "	" 120 "	" 126 "	" 126 "	" 132 "	" 136 "	" 138 "	" 138 "	" 140 "	" 140 "	" 148 "	" 160 "	" 165 "	" 165 "	" 165 "
Bhawar (S. G.)	Good	" 144 "	" 144 "	" 144 "	" 146 "	" 148 "	" 150 "	" 152 "	" 158 "	" 162 "	" 160 "	" 162 "	" 172 "	" 182 "	" 192 "	" 192 "	" 192 "
Westerns	Good	" 126 "	" 127 "	" 128 "	" 135 "	" 135 "	" 138 "	" 146 "	" 155 "	" 155 "	" 156 "	" 156 "	" 165 "	" 176 "	" 186 "	" 180 "	" 184 "
Gingellyseed White (per cwt.)	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	" 9 10 0 Rdy.	" 9 10 0 Rdy.	" 8 11 0 Rdy.
Mixed	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Linseed, Bold	" 6 11 0 Rdy.	" 6 11 0 Rdy.	" 6 11 0 Rdy.	" 6 11 0 Rdy.	" 6 11 0 Rdy.	" 6 13 0 Rdy.	" 7 0 0 Rdy.	" 7 5 0 Rdy.	" 7 5 0 Rdy.	" 7 4 0 Rdy.	" 7 5 0 Rdy.	" 7 7 0 Rdy.	" 7 13 0 Rdy.	" 7 14 0 Ready	" 8 1 0 Rdy.	" 8 2 6 Rdy.	" 8 2 6 Rdy.
Small Seed	" 6 10 0 "	" 6 10 0 "	" 6 10 0 "	" 6 10 0 "	" 6 10 0 "	" 6 12 0 "	" 6 14 0 "	" 7 4 0 "	" 7 4 0 "	" 7 3 6 "	" 7 5 0 "	" 7 7 0 "	" 7 10 0 "	" 7 10 0 "	" 7 15 0 "	" 7 15 6 "	" 8 6 0 "
Rapeseed, Guzerat Yellow ...	" 6 2 0 "	" 6 4 8 "	" 6 4 8 "	" 6 5 0 "	" 6 5 0 "	" 6 5 0 "	" 6 5 0 "	" 6 6 0 "	" 6 12 0 "	" 6 11 0 "	" 6 12 0 "	" 6 12 0 "	" 7 0 0 "	" 7 0 0 "	" 6 12 0 "	" 6 12 0 "	" 6 12 0
" Brown Dubi ...	" 5 14 0 "	" 5 14 0 "	" 5 14 0 "	" 5 15 0 "	" 5 15 0 "	" 5 15 0 "	" 6 0 0 "	" 6 0 0 "	" 6 0 0 "	" 6 0 0 "	" 6 0 0 "	" 6 0 0 "	" 6 0 0 "	" 6 0 0 "	" 6 0 0 "	" 6 0 0 "	" 6 0 0 "
" Yellow Lamapore ...	" 6 0 0 "	" 6 0 0 "	" 6 0 0 "	" 6 0 0 "	" 6 0 0 "	" 6 0 0 "	" 6 0 0 "	" 6 2 0 "	" 6 6 0 "	" 6 6 0 "	" 6 8 0 "	" 6 8 0 "	" 6 8 0 "	" 6 8 0 "	" 6 8 0 "	" 6 11 0 "	" 6 11 0 "
Tuljaseed	" 6 11 0 "	" 6 10 0 "	" 6 10 0 "	" 6 10 0 "	" 6 11 0 "	" 6 12 0 "	" 6 13 0 "	" 6 15 0 "	" 7 1 0 "	" 7 1 0 "	" 7 1 0 "	" 7 1 0 "	" 7 1 0 "	" 7 12 0 "	" 7 12 0 "	" 7 12 0 "	" 7 14 0 "
Groundnuts	.....	.....	.....	" 6 14 0 "	.....	" 6 12 0 "	.....	.....	.....	" 6 16 0 "	.....	.....	.....	.....	.....	.....	.....
Castor, Ordinary Quality F. A. ...	" 5 12 0 "	" 5 10 0 "	" 5 11 0 "	" 5 11 0 "	" 5 15 0 "	" 5 14 0 "	" 6 14 0 "	" 6 5 0 "	" 6 6 0 "	" 6 4 0 "	" 6 3 6 "	" 6 5 0 "	" 6 8 0 "	" 6 8 0 "	" 6 12 0 "	" 6 5 0 "	" 6 4 3 "
Wheat, White Peaty Sort per cwt. ...	" 4 4 0 "	" 4 1 0 "	" 4 4 0 "	" 4 4 0 "	" 4 4 0 "	" 4 4 0 "	" 4 4 0 "	" 4 6 6 "	" 4 6 6 "	" 4 10 0 "	" 4 10 0 "	" 4 10 0 "	" 4 10 0 "	" 5 14 0 "	" 5 12 0 "	" 6 3 0 "	" 6 3 0 "
" Jubulpur Peay ...	" 4 0 0 "	" 3 15 0 "	" 4 0 0 "	" 4 0 0 "	" 4 0 0 "	" 4 0 0 "	" 4 6 6 "	" 4 13 0 "	" 4 8 8 "	" 4 7 0 "	" 4 7 0 "	" 4 7 0 "	" 4 8 0 "	" 5 10 0 "	" 5 9 0 "	" 5 9 0 "	" 4 13 0 "
" Aboodeahan (Soft Red) ...	" 3 15 6 "	" 4 0 6 "	" 4 0 6 "	" 4 2 0 "	" 4 4 6 "	" 4 2 0 "	" 4 4 0 "	" 4 13 0 "	" 4 13 0 "	" 4 7 0 "	" 4 7 0 "	" 4 8 0 "	" 5 0 0 "	" 5 13 6 "	" 6 12 0 "	" 6 12 0 "	" 6 12 0 "
" Hard Yellow (8 per cent.) ...	" 4 1 0 "	" 4 10 6 "	" 4 14 0 "	" 4 14 0 "	" 5 2 0 "	" 6 4 0 "	" 6 4 0 "	" 6 11 0 "	" 6 11 0 "	" 6 11 0 "	" 6 11 0 "	" 6 12 6 "	" 6 12 6 "	" 7 2 6 "	" 6 15 0 "	" 6 13 0 "	" 6 13 0 "
" Delhi, No 1, White Peaty ...	" 3 15 6 "	" 3 15 6 "	" 3 14 6 "	" 4 0 0 "	" 4 4 0 "	" 4 4 0 "	" 4 4 0 "	" 4 11 0 "	" 4 10 0 "	" 6 1 0 "	" 6 1 0 "	" 6 1 0 "	" 6 1 0 "	" 6 1 0 "	" 5 11 6 "	" 5 11 0 "	" 5 11 0 "
" Red	" 3 13 6 "	" 3 13 6 "	" 3 13 0 "	" 3 14 0 "	" 3 14 0 "	" 4 2 6 "	" 4 4 0 "	" 4 8 5 "	" 4 19 "	.....	.....	.....	.....	.....	.....	.....	.....
Hard Red Khadoa 75 per cent. ...	" 4 1 6 "	" 4 3 8 "	" 4 3 6 "	" 4 6 0 "	" 4 11 0 "	.....	.....	.....	.....	" 5 0 0 "	" 4 13 0 "	" 4 15 6 "	.....	.....	" 6 10 0 "	.....	.....
Nagpore Kimahi	" 4 2 6 "	" 4 2 0 "	" 4 3 0 "	" 4 8 0 "	" 4 8 5 "	.....	.....	.....	.....	" 5 2 0 "	" 5 2 0 "	.....	.....	.....	" 6 6 0 "	.....	.....
Rhimi (Bhawar) per cleer, Old ...	" 1,250	" 1,105	" 1,105	" 1,175	" 1,175	" 1,180	" 1,175	" 1,250	" 1,225	" 1,230	" 1,225	" 1,230	" 1,230	" 1,250	" 1,270	" 1,250	" 1,275
" " New ...	" 1,050	" 1,100	" 1,100	" 1,100	" 1,100	" 1,100	" 1,125	" 1,175	" 1,180	" 1,180	" 1,180	" 1,200	" 1,200	" 1,250	" 1,250	" 1,250	" 1,250
FREIGHTS.	(Ready.)	(Ready.)	(Ready.)	(Ready.)	(Ready.)	(Ready.)	(Ready.)	(Ready.)	(Ready.)	(Ready.)	(Ready.)	(Ready.)	(Ready.)	(Ready.)	(Ready.)	(Ready.)	(Ready.)
Liverpool—Cotton (per ton of 40 feet) ...	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	(Ready.) £ s. d.
Seeds and Wheat ...	0 18 6	0 17 0	0 18 6	.....	0 17 0	0 16 6	0 16 0	0 16 6	0 17 0	0 17 0	.....	.....	.....	.....	.....	.....	.....
London—Measurement cargo P. & O. ...	0 16 6	0 17 0	0 18 6	.....	0 17 0	1 5 0	1 5 0	1 5 0	1 5 0	0 17 6	.....	.....	.....	.....	.....	.....	.....
Seeds and Wheat ...	1 5 0	1 5 0	1 5 0	1 5 0	0 17 6	0 17 0	0 17 0	0 17 6	0 17 6	0 17 0	0 15 6	0 18 6	0 18 6	1 5 0	1 5 0	1 5 0	1 5 0
Trieste & Venice—Measurement cargo ...	0 16 6	0 17 6	0 17 6	.....	0 17 6	0 17 0	0 17 0	0 17 6	0 17 0	0 16 6	0 16 0	0 17 6	0 17 6	0 18 6	0 18 6	0 18 6	0 18 6
Seeds and Wheat ...	1 2 0	1 2 0	1 3 0	.....	1 3 0	1 3 0	1 3 0	1 3 0	1 3 0	0 16 6	0 15 6	0 16 6	0 16 6	0 15 6	0 15 6	0 13 6	.....
Marseilles—Measurement cargo ...	.....	.....	0 18 0	.....	0 18 0	0 17 6	0 17 6	0 18 0	0 18 0	0 15 6	0 15 6	0 15 6	0 15 6	0 15 6	0 15 6	.....	.....
Seeds and Wheat ...	.....	.....	0 17 6	.....	0 17 6	0 17 6	0 17 6	0 17 6	0 17 6	0 16 6	0 16 0	0 16 6	0 16 6	0 15 6	0 15 6	.....	.....
Genoa—Measurement cargo ...	.....	.....	.....	.....	.....	.....	.....	.....	.....	0 16 6	0 16 0	0 16 6	0 16 6	0 15 6	0 15 6	.....	.....
Seeds and Wheat ...	.....	.....	.....	.....	.....	.....	.....	.....	.....	0 16 6	0 16 0	0 16 6	0 16 6	0 15 6	0 15 6	.....	.....
China Steamer (P. & O.) ...	Rs. 14 to Rs. 18	Rs. 14 to Rs. 18	Rs. 14 to Rs. 18	Rs. 14 to Rs. 18	Rs. 14 to Rs. 18	Rs. 14 to Rs. 18	Rs. 14 to Rs. 18	Rs. 14 to Rs. 18	Rs. 14 to Rs. 18	Rs. 14 to Rs. 18	Rs. 14 to Rs. 18	Rs. 14 to Rs. 18	Rs. 14 to Rs. 18	Rs. 14 to Rs. 18	Rs. 14 to Rs. 18	Rs. 14 to Rs. 18	Rs. 14 to Rs. 18
Japan "	" 17	" 17	" 17	" 17	" 17	" 17	" 17	" 17	" 17	" 17	" 17	" 17	" 17	" 17	" 17	" 17	" 17

ling ber.	5 Days ending 1st November.	9 Days ending 10th November.	Week ending 17th November.	Week ending 24th November.	Week ending 1st December.	Week ending 8th December.	Week ending 15th December.	Week ending 22nd December.	Week ending 29th December.
	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.
	1s. 4 3/32d. 1s. 4 1/8d.	1s. 4 1/8d. 1s. 4 1/8d.	1s. 4 3/32d. 1s. 4 1/8d. 1s. 4 3/16d.	1s. 4 3/32d. 1s. 4 3/32d.	1s. 4 3/32d. 1s. 4 3/32d.	1s. 4 1/16d. 1s. 4 3/32d.	1s. 4 1/16d. 1s. 4 3/32d.	1s. 4 3/32d. 1s. 4 1/8d.	1s. 4 1/16d. 1s. 4 3/32d.
d. 2d. 2d.	1s. 4 3/8d. 1s. 4 9 16d. 1s. 4 13/32d. 1s. 4 19/32d. 1·72½ 100 1/16	1s. 4 13/32d. 1s. 4 19/32d. 1s. 4 7/16d. 1s. 4 5/8d. 1·72½ 100 1/16	1s. 4 3/8d. 1s. 4 17/32d. 1s. 4 13/32d. 1s. 4 9/16d. 1·72½ 100 1/16	1s. 4 11/32d. 1s. 4 17/32d. 1s. 4 3/8d. 1s. 4 9/16d. 1·71½ 100 1/16	1s. 4 13/32d. 1s. 4 19/32d. 1s. 4 7/16d. 1s. 4¼ 1·72½ 100 1/16	1s. 4 9/16d. 1s. 4 5/8d. 1s. 4 13/32d. 1s. 4 19/32d. 1·72 100 1/16	1s. 4 5/8d. 1s. 4 11/16d. 1s. 4 15/32d. 1s. 4 21/32d. 1·72½ 100 1/16	1s. 4 7/16d. 1s. 4 17/32 1·73¼ 100	1s. 4 15/32d. 1s. 4 23/32d. 1s. 4¼d. 1s. 4¼d. 1·73½ 100
p. 0 0 0 0 6Rdy. Fwd.	Rs. a. p. H. 141 0 0 S. 192 8 0 J. 149 0 0 23 14 6 15 0 0 67 12 0 Rdy 67 12 0 Fwd	Rs. a. p. H. 143 0 0 S. 192 0 0 J. 149 0 0 24 0 0 15 0 0 68 6 0 Rdy 68 2 0 Fwd	Rs. a. p. H. 143 4 0 S. 193 0 0 J. 149 0 0 23 15 6 15 0 0 68 12 0 Rdy 68 6 0 Fwd	Rs. a. p. H. 144 0 0 S. 194 0 0 J. 149 8 0 24 0 0 15 0 0 68 12 0 Rdy 69 4 0 Fwd	Rs. a. p. H. 144 4 0 S. 195 0 0 J. 149 8 0 23 15 0 15 0 0 68 14 0 Rdy 68 14 0 Fwd	Rs. a. p. H. 144 8 0 S. 194 0 0 J. 149 8 0 23 15 0 15 0 0 68 10 0 Rdy 68 14 0 Fwd	Rs. a. p. H. 145 0 0 S. 195 0 0 J. 149 0 0 23 15 0 15 0 0 68 12 0 Rdy 69 0 0 Fwd	Rs. a. p. H. 143 0 0 S. 194 0 0 J. 149 0 0 23 15 0 15 0 0 68 0 0 Rdy 68 4 0 Fwd	Rs. a. p. H. 142 8 0 S. 195 0 0 J. 149 0 0 24 0 0 15 0 0 68 12 0 Rdy. 69 0 0 Fwd.
	8 per cent.	7 per cent.	7 per cent.	7 per cent.	7 per cent.	7 per cent.	7 per cent.	8 per cent.	8 per cent.
	7 „	6 „	6 „	6 „	6 „	6 „	6 „	7 „	7 „
	6½ „	6 „	6 „	6 „	6 „	6 „	6 „	7 „	7 „
0 0	Rs. 93 13 0 „ 91 0 0	Rs. 95 1 0 „ 90 0 0	Rs. 95 3 0 „ 90 0 0	Rs. 97 6 0 „ 91 0 0	Rs. 96 13 0 „ 91 0 0	Rs. 96 14 0 „ 91 0 0	Rs. 96 7 0 „ 91 0 0	Rs. 94 12 0 „ 90 0 0	Rs. 95 7 0 „ 90 0 0
0 0	Rs. 2 13 0 „ 3 3 0 As. 7½ to 7⅞ „ 6¾ to 6⅞ Rs. 65 8 0 „ 48 8 0 „ 41 to 42 „ 42 to 43 „ 57 to 58 ..... „ 23 Ready „ 12½ „ „ 15½ „ „ 13½ „ „ 14½ „	Rs. 2 13 0 „ 3 3 0 As. 7½ to 7⅞ „ 6¾ to 6⅞ Rs. 65 8 0 „ 48 8 0 „ 41 to 42 „ 43 to 44 „ 57 to 58 ..... Rs. 13 Ready. „ 15½ „ „ 13½ „ „ 14½ „ „ 14½ „ „ 13½ „	Rs. 2 13 6 „ 3 3 6 As. 7½ to 7⅞ „ 6¾ to 7⅛ Rs. 65 8 0 „ 48 8 0 „ 41 to 42 „ 43 to 44 „ 57 to 58 ..... „ 13 Ready. „ 15 „ „ 13½ „ „ 14½ „ „ 14½ „ „ 13½ „	Rs. 2 14 0 „ 3 4 0 As. 7½ to 7⅞ „ 6¾ to 7¼ Rs. 66 8 0 „ 49 0 0 „ 44 0 0 „ 43 to 44 „ 60 0 0 ..... „ 13 Ready. „ 15 „ „ 13½ „ „ 14 „ „ 14½ „ „ 13½ „	Rs. 2 14 6 „ 3 4 6 As. 7½ to 7⅞ „ 6¾ to 7¼ Rs. 66 8 0 „ 49 0 0 „ 46 to 47 „ 48 to 49 „ 59 to 60 ..... „ 13 Ready. „ 15 „ „ 13½ „ „ 14 „ „ 14½ „ Rs. 13¼ Ready.	Rs. 2 15 0 „ 3 5 0 As. 7½ to 7⅞ „ 6¾ to 7¼ Rs. 66 8 0 „ 49 0 0 „ 47 to 48 „ 49 to 50 „ 59 to 60 ..... „ 13 Ready „ 15 „ „ 13 „ „ 14 „ „ 14 „ „ 13½ „	Rs. 2 15 0 „ 3 5 0 As. 7½ to 7⅞ „ 6¾ to 7¼ Rs. 67 0 0 „ 49 4 0 „ 47 to 48 „ 49 to 50 „ 59 to 60 ..... „ 13 Ready. „ 14½ „ „ 13 „ „ 14 „ „ 14½ „ „ 13½ „	Rs. 2 15 0 „ 3 5 0 As. 7½ to 7⅞ „ 7¼ to 7⅝ Rs. 67 0 0 „ 49 4 0 „ 47 to 48 „ 49 to 50 „ 59 to 60 ..... „ 13 Ready. „ 14½ „ „ 13½ „ „ 14 „ „ 13½ „ „ 13¼ „
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